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THE HONGKONG DISPENSARY.

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BIRTHS.

At Stanhope House, Penryn, Abergele, North
Wales, on the 20th October, 1900, the wife of H.
JONES, of a son.
On the 17th October, at 40, Portland-place
north, Clapham Road, S.W., the wife of HENRY
FANSHAWE SATOW, of a son.

MARRIAGES.

On the 23rd October, at the Church of St.
Thomas Becket, Portsmouth, by the Rev. Richard
Wall, brother of the bridegroom, LEVIE WALL,
Engineer, R.N., to MAUDE ADEY, daughter of R.
MAST, Hongkong.

The Daily Press.

HONGKONG OFFICE: 14, DES VOURS ROAD CL.
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HONGKONG, November 26th, 1900.

AN article by Sir ROBERT HART in the
November *Fortnightly Review*, from which
we quote some of the arguments in another
column, seems to have excited much interest
and no little discussion in the home papers.
The *Times* devotes a leading article to it,
discounting the well-known Inspector-General's
bold statements on the ground that
China, as has long been known, has cast a
spell over his mind and sympathies to an
extent uncommon even in those who have
resided in this country as long as he has.
Our contemporary sees "Oriental fatalism"
in Sir ROBERT HART's acceptance of the
view that the principles underlying the Boxer
movement must some day triumph. And
certainly the pronouncement is a startling
one. We have in the past heard of the "Yellow
Peril" and *ad nauseam*, and recent study of
the question has apparently resulted in the
allaying of the former apprehensions to a
great extent. But Sir ROBERT re-states the
case very forcibly, speaking more from the
Chinese than from the European point of
view. He is content to risk the laugh which
his words may provoke and fearlessly de-
fends the national Chinese movement. The
writer in the *Times*, in reply to Sir ROBERT
HART's "extraordinary vision of the yellow
race triumphant over the united civilisation
of the West in the not distant future,"
points to the case of the allied operations in
Chihli and the readiness with which the
people sell supplies to the foreign invaders,
and therefore seems to question the
patriotic nature of the movement on
which Sir ROBERT so much insists. The

truth, no doubt, lies somewhere between
the two views. The Boxer movement
is patriotic in that it is an expression
of Chinese resentment for the many
indignities heaped on the country by other
peoples, particularly in the filching of nearly
all the best ports in China. The fact that
the Chihli peasantry, now that the Allies are
in command of the province, should accept
the inevitable and make what money they
can in the circumstances is no new trait in
Chinese character; it is at least as old as
the history of European strife with China.
No one would suggest that it indicates
that the provincials have changed in their
estimate of European intrusion into the
empire. Ridiculous as was the idea of
those who fostered the Boxer society that
China in arms could withstand, or
rather drive out, the foreigner, there is
nothing ridiculous in the contention that the
Chinese national character can, for still a very
long time to come, hold out against foreign
influences. The remedies which Sir ROBERT
HART suggests, only to dismiss, for the peril
of a far greater national movement in China
are partition or a miraculous spread of
Christianity. These remedies are outside
the limits of practical politics or practical
propagandism, he says. That the latter al-
ternative is impossible, with all deference to
the opinions of propagandists, we are con-
vinced; that the former is, we wish could be
recognised. Our Shanghai contemporary, the
North-China Daily News, had a desponding
article last week, in the course of which it
said: "There are signs now of such a dis-
integration in China itself as must almost
certainly lead to a break-up of this great
empire, and if it breaks up from internal
causes, there will be a scramble among the
Powers for the pieces, and the result will be
the same as if it was a case of partition from
outside. Unless means can be de-
vised for suppressing this usurper, there
will shortly be a break between the northern
and southern divisions of China, which is
likely to be a prelude to partition." Now,
admitting that partition were possible or
even advisable, it would still be difficult to
see how the Powers propose to reconcile such
a policy with their expressed determination
to maintain the integrity of China. But
the partition of the empire, as has been
pointed out in the columns of the press
nearly all the world over, and in particular
in the Anglo-Chinese press, would be abso-
lutely disastrous. Those best acquainted
with China have not hesitated to pronounce
such a policy impracticable. No gradual
absorption of the outlying part of the coun-
try is conceivable, but the taking over of
the whole by any one Power or any combina-
tion of Powers is a dream, the realisation of
which would land the experimenter in difficul-
ties beyond all coping with. No parallel can
be found with such a proceeding in history.
Little as the various sections of China may
be attached to each other, they possess at
least enough homogeneity and enough differ-
ence from the rest of the world to make
the idea of Europe, America and Japan
dividing them up into dependencies nothing
better than a nightmare, which all men of
commonsense will hope to be spared.

The Extension of the exportation of Arms
Ordinance for another six months from the 28th
inst. is notified in the *Gazette*.

The Hon. Treasurer of the Alice Memorial
and Netherdale Hospitals begs to acknowledge
with thanks the following donation to the funds
of the Hospitals:—100 Yen-chi \$10.

On page 5 is given the eloquent sermon
preached by the Rt. Rev. Bishop of Victoria on
Sunday morning last in St. John's Cathedral.
The sermon will be published by this office in a
few days in pamphlet form.

The preliminary report of Dr. J. C. Thomson
on Mosquitoes and Malaria in Hongkong and
the New Territory is published in the *Gazette*.
Owing to the length of the report we are
unable to reproduce it in to-day's issue, but hope
to find room for it to-morrow.

Notice is given in the *Gazette* that on Novem-
ber 28th and until the dredger *Canton River* is
raised, the passage between her and Praya Wall
west of Murray Pier will be blocked by chains,
&c., and that no boats or other vessels should
attempt to pass between the dredger and the
shore.

On Saturday, Sergeants Marison, Watt,
Grant, and Sullivan, accompanied by a party
of police, executed a gambling warrant at 102,
Queen's Road Central. They seized a quantity
of gambling paraphernalia used in connection
with what is known as the Macao lottery, and
arrested five men, who will be charged before
the Magistrate to-day. Meantime they were
liberated on bail of \$1,000 each.

In our report of Messrs. Marsh and Ward's
second concert we omitted to mention that the
Robinson Piano Company had carried out the
business arrangements in their usual thor-
ough manner. With regard to the pitch and
general excellence of the two concert grands
supplied by this firm, Mr. Ward, who was
in the best position to judge, took occasion
to thank the Company for the great help the
excellent instruments gave him, and also to
congratulate them on their perfect tone and
regulation.

In all Crown losses issued in the Straits
since 1893, a condition is inserted under which
the rent is to be adjustable every thirty years.
What an enormous increase in land-revenue the
Colonial Government ought to experience about four-
teen years hence, observes the *S.F. Press*; and
most of us won't be here to see it.

The French steamer *Maulin*, from Naga-
saki, reports having run down a whale about
dusk two days after leaving that port for
Singapore. The whale appears to have been
asleep, and when struck and wounded seems to
have plunged down and dealt a blow to the pro-
peller which was somewhat damaged, as the
speed of the ship has been a little reduced since.

The Russian transport *Kiev*, which arrived
at Singapore on the 14th inst. from Vladivo-
stock with about 900 troops returning to Odessa,
reported that on the 9th instant, to the south
of Formosa, she passed through the centre of
the typhoon which caused so much damage at
Hongkong. The waves were about 40 feet high,
and the ship lay to for nine hours. No damage
of any consequence was done to the *Kiev* which
behaved admirably throughout. The typhoon
indicator on board went down as low as 72.

Our Portsmouth correspondent, under date
26th October, writes:—The battleship *Glory*,
which is to be commissioned on the 1st November
as flagship on the China Station, will be the most
powerful and smartest flagship in the Far East.
She is being finished off rather elaborately and
ought to be much admired when she is in China
waters. The following are some of the officers
to be appointed:—Lieutenants Harold Christian
(1st Lieut.) F. L. Attenborough (T),
Harold G. Sims, William W. Wilson, M. R.
Best, and A. B. W. Sartorius.

The *L. & C. Express*, noting the fact that
though Sir F. Cardew's successor at Sierra
Leone has been announced no appointment has
yet been made for Sir F. Cardew, says:—His
name, as our readers are aware, has frequently
been mentioned in connection with the Straits
Governorship, and it looks, therefore, as if, after
all, he is being reserved for the Government
House at Singapore, although we have been
unable to ascertain anything definite on the
point. In any case it is about time that the
vacancy was filled up; and seeing that the
Colonial Office has just effected quite a little
general post amongst the Colonial Governors,
it is rather surprising that the appointment of
the new Governor of the Straits Settlements
still hangs fire.

Here is a tiger story from Yaumati. At
about ten o'clock on the night of the 22nd inst.,
a European constable was patrolling his beat,
when, at the upper end of Station Street North,
what he positively asserts was a full-grown
tiger trotted past in front of him. The animal
did not betray any signs of having seen the
constable, but quietly looped off in the direction
of Un Chau village, crossing the road not more
than ten yards from the man, who asserts that
he plainly saw the stripes on its body. If there
are any big game hunters in the colony—and
of course there are—here is a splendid
opportunity of adding another skin to their
collection and ridding the colony at the same
time of a dangerous visitor. Incidentally,
it will also acquit this constable of the unkind
suggestion that he had an attack of "snakes."

A resolution of the Lieutenant-Governor of
plague in Calcutta since its first appearance
appears in the *Calcutta Gazette*. The first
known case, it is said, occurred in April, 1898.
The total mortality from its first outbreak
down to the 30th of June, 1900, a period of two
years and three months, has been, according to
official returns, 10,837. If in accordance with
the opinion of the Chairman and the medical
authorities suspicious cases in excess of the
mortality, not otherwise accounted for, are set
down to plague, the total may be fixed at 13,000
in round numbers. The chief prevention mea-
sures adopted—disinfection—carried out on a
large scale, has been found useful and efficacious.
Another case of plague, which has since proved
fatal, has been reported in Calcutta. There had
previously been no case recorded for eleven days.

The changes announced in the commands of
the Channel and China Squadrons are destined
to occur, says a naval correspondent of a con-
temporary, but wisdom has prevailed and they
are not to be hurried on. There are many rea-
sons for the alteration of a decision hastily
reached. In the first place, Sir Compton A.
Domville has plenty to do with his Boiler Com-
mittee, and does not at present want the com-
mand of the Channel Fleet. In the second
place, it is bad policy to "swap horses when
crossing a stream," and Sir Edward Seymour
is doing such good work in China, and is so
thoroughly in touch with events, that it would
be a pity to replace him. Under the circum-
stances it is likely that both Sir Harry Rawson
and Sir Edward Seymour will retain their
appointments for an additional twelvemonth.

The delay in the departure of the two Rus-
sian battleships, *Poltava* and *Sevastopol*, was
caused by the discovery that on their trial
trips the big gun-turrets of both ships settled
down, a fault which would have rendered the
use of the twelve-inch guns in warfare impos-
sible. The ships are expected to reach Port
Arthur about the middle of December. They
are followed by four gunboats, together with
two transports. All these ships are perfectly
new, and will make their first voyage. The
smaller boats are German-built. The first-
class cruiser *Pallas* should also sail for the
Far East before the end of the year, but she
is still being overhauled in the Government
yards at St. Petersburg. The Russians have
in Chinese waters three battleships, six first-
class and two second-class cruisers, two gun-
boats and seven torpedo-boats, with one trans-
port and no less than eleven of the so-called
"Volunteer Fleet" ships.

H.M.S. *Bramble*, which was to have left Sing-
apore on the 11th inst., was not expected to leave
for another month when the last Straits papers
left Singapore.

It was reported in Paris last month that the
French Government was about to despatch to
Southern China a force of 3,800 men in con-
sequence of the rumours that a general rising
is impending in that region.

Rear-Admiral A. K. Bickford, C.M.G., the
new Commander-in-Chief on the Pacific Station,
saw much active service as a sub-lieutenant
in the China seas when the fort of Simonseski
was captured.

The Russian transport *Hadjar*, now en route
from Odessa with about 2,000 soldiers on board
bound for Vladivostok, was till recently called
the *Cephalaria* and owned by the Cunard Line
of Liverpool. She is now the property of the
Russian Chinese Railway.

The appointment is announced in the *London
Gazette* of Mr. Godfrey Hewitt to be Her
Majesty's Consul for the Territories of the
British North Borneo Company, Brunai, and
Sarawak. Mr. Hewitt has been in the service
of the British North Borneo Company already.

Captain Muir, of the British steamer *Chun
Song*, which arrived at Singapore from Hong-
kong on the 16th inst., reported that he en-
countered a typhoon on the 8th inst. A sailor
was injured badly by a sea, and although medi-
cally treated, died in the Singapore Straits the
previous evening.

News has been received in Singapore, through
a local bank, to the effect that Dr. J. R.
Mosely, Jun., American Consul for Singapore,
has died in Japan. Dr. Mosely left Singapore
two months back for a trip to Japan for the
benefit of his health, having been suffering from
an acute attack of fever for some time previous
to his departure. The news of his death
however, will surprise his friends in Singapore.
Dr. Mosely was a native of Birmingham,
Alabama, U. S., and during his earlier years he
was connected with journalism in that State,
having afterwards entered the U. S. Consular
Corps. He was appointed Consul-General for
Singapore in 1899, succeeding Mr. Spencer
Pratt in that office.

A correspondent of one of the home papers,
speaking of the looking at Peking, says that at
first there was some shyness on the part of the
people anxious to get some little souvenirs
of such an historic occasion, but after a time
some of them got over that shyness. He says
that he watched a Minister examining a carved
and inscribed tablet of jade, in one of the Em-
peror's rooms. He put it back in its place
and walked on. Then he seemed curious to
examine it again, and did so carefully for a few
moments. Then he put his hands in his pockets,
and seemed intent on contemplating the pattern
of the ceiling. He apparently got so interested
in it that he must have forgotten that he had
not put back that bit of jade in its stand!

An announcement in the *Russian Official
Gazette* says that owing to the disturbances in
China it has become necessary to revise the
 Russo-Chinese Convention made with regard
to the Eastern Chinese Railway. For the
protection of that section of the line already
completed, as well as the further portions still
under construction, and also for the maintenance
of peace and security throughout that part of
Manchuria traversed by the permanent way, it
is necessary to maintain a very numerous and
powerful guard of carefully picked men. This
arrangement is, on two chief grounds, un-
desirable. In the first place, the maintenance
of so large a military guard in times of peace
would tend to provoke a hostile unrest among
the natives; and, secondly, it would involve this
country in a permanent annual outlay which it
can ill afford. It is to be remembered that it is
not only against the marauding Tatars that the
railway has to be guarded, but also against the
numerous and well-armed bands of roving rebels
and brigands. The Chinese Government would,
no doubt, be willing to take upon itself the
responsibility of protecting the Manchurian
railway, but what guarantee would it give for
the fulfilment of that duty? None at all.
Russia has lately been driven to the conviction
that the Chinese Government is utterly helpless
to carry out any such agreement. Consequently
the Convention in question must be revised.

The peculiar financial methods of French colo-
nial administrators go far to explain why the
foreign possessions of the Republic always have
to be largely helped with money by the Mother
Country, states the *London Globe*. Instead of
the number and the salaries of officials being
proportioned to the work they have to perform,
absolutely unnecessary posts are constantly
created to reward hungry adventurers for politi-
cal services. To such an extent has this last
system gone in Tonkin and Cochin China,
that resort has to be made to the most pernicious
expedients to increase the revenue. The local
papers are, just now, full of vehement protests
against the heavy duties lately imposed by M.
Dunmer, the retiring Governor-General, on
area nuts and tobacco. Their production and
sale were steadily increasing, and there seemed
every reason to anticipate a prosperous future
for both industries up to that date. But when
prices had to be advanced, to cover the duties,
consumption rapidly diminished, and the plan-
ters found themselves embarrassed by over-
accumulating stocks of unsaleable produce. One
paper reports that in Cochin China "the
natives have rooted out their cocoa palms whole-
sale," while many tobacco-plants leave their
progs to rot on the ground, despairing of sale,
except at heavy loss. In both of these instances,
therefore, the goods that might have laid golden
eggs are being killed to fatten useless officials,
with the ultimate consequence that the cost of
their future fattening will have to be still more
largely borne by the French peasantry.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 25th November, 10 p.m.

FRESH CAPTURE OF GUILTY
PERSONS.

Sixteen men who were implicated in the
Chuchow massacre have been captured.
MAHARAJAS LEAVE SHANGHAI.
The Maharajahs of Gwalior and Bikanir
left Shanghai to-day.

KRUGER'S RECEPTION IN
FRANCE.

London, 23rd November, 7.25 p.m.

EX-PRESIDENT'S FAREWELL TO
MARSEILLES—HIS HOPES.

Mr. Kruger has left Marseilles. In his
farewell speech he said that he hoped
the enthusiastic sympathies which had been
expressed would be followed by acts sustaining
the Boer cause.

ONLY NATIONALIST PRESS
SUPPORTS HIM.

Only the Nationalist Press appears to en-
courage Mr. Kruger's mission.

London, 24th November, 7.30 p.m.

WARM WELCOME TO PARIS—TAK-
ING THE NAME OF THE
GOVERNMENT.

Mr. Kruger met with an enthusiastic re-
ception in Paris. The Director of the *Pro-
tocol* welcomed him in the name of the
Government.

REUTER'S SERVICE.

London, 22nd November.

MR. KRUGER IN FRANCE.

Mr. Kruger, who has landed at Marseilles, was
received with the greatest enthusiasm.

BRITISH SOUTH AFRICA.

Lord Roberts has had a fall from his horse;
he was shaken, but not injured.

THE POWERS AND CHINA.

Count Biliow's statement that the Powers
were unanimous in specially denying at Wash-
ington, that Mr. Kruger has been
instructed to resist the demands for raising the
force and the execution of the greatest men in
China.

London, 23rd November.

ANTI-BRITISH DEMONSTRATION
AT MARSEILLES.

A crowd of Marseilles hoisted some Anglo-
Indians, awaiting the steamer *Rome*, who retained
their hats when Mr. Kruger passed. At the
same time some threw some coppers in the
crowd from a hotel, which was then besieged
by the irate mob. Several arrests were made.
Later in the evening a band attempted a hostile
demonstration at the British Consulate, but the
police dispersed them.

LOCAL MOVEMENTS.

On the 23rd inst. German torpedo-destroyer
No. 61 arrived from Canton.
The French transport *Mythe* arrived from
Saigon on the 24th inst.

Yesterday the French cruiser *Descurries* ar-
rived from Saigon.
The U.S. transport *Cassier* left for America
on the 23rd inst.

ANOTHER SUPPOSED PIRACY
CASE.

Information of what is supposed to be an-
other act of piracy similar to that perpetrated
recently on the launch *Porosceevna* was re-
ceived in Hongkong on Saturday, but the
details that so far have come to hand are very
meagre. It is reported that the launch *Kuang
Sung*, which left Hongkong on Saturday
morning at seven o'clock for Tai Chan, was
seen by another launch at nine o'clock going in
the direction of Macao—a course altogether
different from that usually steered by the
Kuang Sung. The second launch reported the
matter at the Customs Station near Nam
Tai, and the authorities there despatched a
launch to make investigations. The piracy
is supposed to have taken place between Castle
Peak and Deep Bay.

Later details show that the customs launch
succeeded in finding the *Kuang Sung*. The
vessel had been abandoned by the pirates, who
were supposed to have landed at a part of the
coast not far from Macao. There was a European
Customs officer returning to Tai Shan on board
the pirated launch. The authorities at Canton
and Macao are making searching enquiries into
the matter.

LATEST STEAMER MOVEMENTS.

The O. & O. steamer *Gaetic*, with mails, &c.,
from San Francisco to the 3rd inst., via
Honolulu, has arrived at Yokohama, and left
for this port via Island Sea, Kobe, Nagasaki
and Shanghai on Saturday morning, 24th inst.
The Imperial German Mail steamer *Brins
Heinrich*, carrying the German Mails with
dates from Berlin of the 5th inst., left Colombo
on Thursday, p.m., the 22nd inst., and may be
expected here on or about Tuesday, the 4th
proximo.

The C. P. R. Co's steamer *Empress of
Japan* arrived at Yokohama at 8 a.m. on Fri-
day, the 23rd November, and left at noon
same day for Kobe, where she is due to arrive
10 a.m. on Saturday, the 24th November, and
due at Hongkong on or about 29th November.

THE A.D.C. AT THE THEATRE.

Once more the Hongkong Amateur Dramatic
Club has achieved a thorough success, and
shown to the public of the Colony that without
waiting for any professional combination to
visit us from distant lands we have in our midst
enough dramatic talent of a high order to
provide well-spent evening's amusement. It
is no exaggeration to say that on Saturday
night suffered nothing in comparison with
any of the touring combinations which
usually call at Hongkong. The performers
did not that practice which the necessities of a
professional tour bring, but they more than
made up for it by a freshness of their own, while
at the same time everything went without a
hitch and at the right pace at which a comedy
of this kind should go. Great credit belongs
to those who are responsible for the training
and rehearsing of the casts, and they have
the satisfaction of knowing that their labour
and energy were productive of the best results.
It was feared at first that with so many new
members taking part in the performance the
A.D.C. might not come up to the standard of
its previous triumphs, but as the first act got
under weigh each fear was dissipated and the
new blood was seen to have brought with it
fresh vigour. Indeed some of the chief successes
of the evening were won by players who have
not previously appeared before the general pub-
lic here.

The play chosen was one which lends itself
admirably to representation, that is, a comedy
of talent. None of the roles are exacting, though
they call for ample intelligence on the part of
those who sustain them, the characters are well
differentiated, the mounting is modest, but
effective, and there is abundance of life
and humour of a popular kind. In con-
struction *Our Flat* is of the utmost simplicity
(we do not refer to the furniture in
the third act) but it is also ingenious and
amusing. In London it will be remembered
the comedy had an excellent run and was one of
the successes of the season in which it came the
light. The A.D.C. made a very wise choice
when they selected it for their first appearance
in the season 1900-1901. The audience fully
bore witness by their constant applause that
they appreciated all the points brought out by
the actors and actresses. Most laughter per-
haps greeted the rehabilitation of the dismantled
flat by Margery (Mrs. Reginald Wild), Bella
(Mrs. Clark), and Stout (Mr. H. W. Bird).
The make-shifts adopted by Reginald Sylva-
ster's quick-witted wife were welcomed with
much merriment in all parts of the house. The
bath-draw played its part nobly, and as various
performers collapsed like a marsh when the
water was raised.

Coming now to the individual performers and
taking the ladies first, we must testify to the way
in which they all threw themselves into their
parts. No hesitation was observable in a single
speech, though on a first night it would
have been excusable. One and all they had
settled down to their roles in splendid fashion.
Mrs. Reginald Wild as Margery Sylvester was
even to those who have seen her act before,
a revelation. Throughout she was perfectly
natural and devoid of any atom of staginess.
We never remember to see a woman's part played
better in our A.D.C. performances. Moreover,
she and Mr. Reginald Wild as the husband,
Reginald Sylvester, combined most admirably
together, and it is indeed an advantage for the
Club to possess two such capable performers
accustomed to play in company. This is al-
ways half the battle in amateur theatricals.
We shall hope to see them both in many future
performances. As Margery's sister Lucy, Mrs.
Rowland, a new-comer to the colony, made a
most promising first appearance. She played
with great vivacity throughout and fairly in-
vited the audience to see her again. She
played the part of her sister, Clarence Vane. She
looked charming in her costume, and in her
second act, and altogether is a distinct ad-
dition to the ranks of our local amateurs. Mrs.
Francis Clark, who played Bella, the indepen-
dent but good natured maid-servant, is a well-
known and tried supporter of the A. D. C., and
once again she gave most excellent exhibition
of her talent and versatility. Some of her
utterances quite "fetched" the house, spoken
as they were with a delightful sharpness and
truth to housewifely nature. It was a
capital bit of acting, particularly in the inter-
view with Nathaniel Glover. Mrs. Clark has
acted another season in her career. As Madam
Volant, Mr. Mosely made a very original
part to play, but she made a very good show
with it. She dropped rather too suddenly from
the broken French-English into cockney, but
in other respects was a most adequate exponent
of the dressmaker. Last of the female char-
acters comes Miss Powell's Clara, a really
admirable representation of the hidden daughter
from a neighbouring flat. We felt every
moment as indeed we were meant to, that a
flower-pot must fall over soon or a candle-stick
as Clara lifted from side to side of the room.
Possibly the dropping of the manuscript on the
floor was a little overdone, but it is difficult
not to exaggerate such a part. Miss Powell's
energy was admirable.

Among the actors, Mr. C. L. H. Hay beyond
a doubt made the hit of the evening. Nathaniel
Glover, Lessee and Manager of the Royal Star
Theatre, "lived" upon the stage on Saturday
night. Admirably, had Mr. Hay caught the
tone, the penitence, pomposity, and vulgarity of
a certain class of theatrical managers. While
he was on the stage he seemed to address every-
one else with his pervasive personality, and his
exile and re-entrance when he arrived at the
flat to pay his respects to his sister, was
extremely convincing. Mr. Hay's 2200 were
thoroughly delighted with his performance, and
he was followed on a second night by a piece of
acting. His mimicry was splendid,
he might have been seen dressed as Phil May. In
Mr. Hay the A.D.C. have a genuine comedian.
Next to him in merit, perhaps, came Mr. Bag-
nall Wild, of whom we have already spoken
incidentally. As the would-be tragic dramatist
who is forced at last to turn to comedy, he
played with the right amount of restraint, varied
with such lyric outbursts as that with which
he greeted Madame Volant and her "loose
till." Mr. Reginald Wild was already known to
many as a most efficient actor. He showed him-
self so again and with one day's more experience
in the scene with his wife and the manager
who has come to buy the play, will be a first
rate Reginald; in the scene we mention we
thought there was a slight roughness, which
another performance cannot but remove. Had
Mr. Lessee as Mr. McCollum maintained the
same level in the second and third acts which he
reached in the first he would certainly have car-
ried off the second honours among the men but he
seemed to tire a little toward the end. He was
fortunate in the same way, and as we have
mentioned in the first act was very good indeed.
Mr. G. J. P. Geiger took the part of Clarence
Vane a little too quietly. The fate of his
Academy picture seemed to weigh over heavily
on him. With an extra infusion of vigour,
however, he would fill the part very well.
As the minor characters the palm was
carried off by Mr. J. O'Neill, who
was the foreman of a furniture shop to the very
life. In a larger part Mr. O'Neill would give
an excellent account of himself. In his future
removing operations he was ably assisted by
two stalwarts in Mr. H. W. Bird and Sergeant
Conway, R.E. Mr. H. W. Bird was an hun-

orous lift-man, most pertinacious in his attention to Bella, and with an annoying eye for a tip. His walk was well worth seeing. Mr. J. Hayes played Pinchard, the milkman, with a Lincolnshire accent as thick as cream, and contributed his part to the mirth-provoking flunying of the temporarily penniless Sylvesters.

The second performance of *Our Flat* will take place to-night, when, as on Saturday, by kind permission of Lieut. Col. Hon. R. H. Bertie and the officers, the band of the 2nd Battalion Royal Welsh Fusiliers will play. The music on Saturday was a great addition to the attractions of the evening.

On Monday, 3rd December, we are glad to hear, there will be a third performance, the proceeds to be devoted to the A.D.C. to a deserving charity, the Italian Convent extension. All unable to go to Saturday's or to-night performance should certainly make a point of going next week.

The full cast was:—
Mr. Reginald Sylvester, Mr. W. K. Bagnall Wild, R.E.
Mr. Clarence Vane, Mr. G. J. P. Geiger, R.W.F.
Mr. Mr. Allen (Father of Margery and Lucy)
Mr. H. W. Looker.
Pinchard (Dairyman) Mr. J. Hayes.
Stout (Lift-man) Mr. H. W. Bird.
Mr. Glover (Lessor and Manager Royal Star Theatre)

Margery Sylvester (Wife of Reginald and Daughter of Mr. McCallum) Mrs. Bagnall Wild.
Lucy (Daughter of Mr. McCallum) Mrs. Hawkins.
Helen (Aunt Servant to the Sylvesters) Mrs. Francis Clark.

Madame Volant (Court Dressmaker) Mrs. Mowbray.
Charles (Daughter of occupants of Flat B) Miss Powell.
Foreman (Furniture Shop) Mr. J. J. O'Neill.
2nd Man (Furniture Shop) Mr. J. O'Neill.
3rd Man (Furniture Shop) Mr. J. O'Neill.

POLICE COURT.

Saturday, 24th November.

BEFORE MR. HAZLELAND.

A REPRISABLE PRACTICE.

Two coolies named Wong Sing and Chan Ko were charged with disorderly conduct in Ship Street on Friday, and also with assaulting Chinese P.C. 393 in the execution of his duty. The constable said he saw first defendant throw a stone at a house of low repute in Ship Street, and arrested him. He was then attacked by the second defendant, who attempted a rescue. Witnesses, however, were able for both, and trotted them along to the lock-up.

Both defendants had the same yarn—they were quietly walking along Ship Street when their attention was attracted by a number of people in front throwing stones. They were quietly looking in when the constable arrested them, knocking them very much about in the process. The Magistrate, after passing sentences of two months' hard labour, said it was evident that the practice of throwing stones was being revived. It was absolutely necessary that order should be maintained in the colony and he was determined to deal very severely with all such cases.

JAPANESE ASSAULT CASE.
An unemployed Japanese seaman named Kuramada was charged on remand with unlawfully assaulting one Shimamoto, also a seaman, unemployed, on the 18th inst. He pleaded not guilty.

The complainant evidently regretted having made police case of the matter, and made amends to his friend by stating in evidence that he (complainant) did not know how he came by the wound on his head.

There being no evidence to warrant a conviction, defendant was discharged.

BEFORE MR. HALLIDAY.

HOIST BY HIS OWN PETARD.

On Friday a Chinaman went to a house at Cheung San Street, on a visit to his mother, who lives on the first floor. This filial duty performed, he entered the room of the landlady of the house, and sat talking to her for some minutes. Just before taking his leave, he was observed by another Chinaman sitting to conceal something underneath the bed. Thinking the act suspicious, the Chinaman looked, and found two first class opium, containing about eight taels, which had been placed there with the evident intention of getting the people of the house into trouble with the Excise authorities. The tables were neatly turned on him, however, for he was at once pursued and caught, and taken to the police station. Just how near the awful dodge was of being successful may be judged by the fact that a few minutes after the departure of the people of the house with their prisoner, the place was raided by the police, who, of course, found no opium. The man had evidently got wind of their coming, and took this mean way probably to pay off his score.

He was charged before the magistrate with being in unlawful possession of opium and with entering the house for an unlawful purpose. The charge was found proven, and he was fined \$300, with the alternative of three months' hard labour. He took the alternative.

CONVICTED AFTER BEING DISCHARGED.

Lan In's case was rather a peculiar one. On the 16th of October he was charged with house-breaking at 216, Queen's Road Central, and stealing money and clothing to the total value of \$75. The evidence then was sufficient to secure a conviction and he was discharged. Lan In went to Macao and soon after information that conclusively pointed to his guilt was received by the police. An extradition warrant was made out, and Lance-Sergeant Terrett was despatched to Macao to execute it. He was successful in arresting Lan In, and brought him back to Hongkong on Friday last. The prisoner, who is believed to be a notorious house-breaker, was again charged with the offence of the 16th ult.

There were three complainants, and they were all able to identify as their property the clothing found in the box of the prisoner when he was arrested.

Lance-Sergeant Terrett said that at eight a.m. on Friday morning the prisoner was handed over to him on board the steamer *Hung Shing* at Macao by the Chinese detective who arrested him. The prisoner stated that the box found in his possession at the time of arrest was not his and that of the clothing it contained, only one piece belonged to him.

The Magistrate passed sentences of three months' hard labour.

WEARING ANOTHER MAN'S CLOTHES.

Li Luk, a coarse-looking Chinaman standing nearly six feet in his bare feet, was charged with feloniously and burglariously entering a dwelling house at 14, Jubilee Street, and stealing therefrom a string of cash to the value of one dollar.

He admitted the charge, stating that he undid the bolt of the door and thus gained an entry into the house.

There was a previous conviction of being a rogue and vagabond against the prisoner, for which he received three months' hard labour, and his worship accommodated him with lodgings and a job for the same period of this later offence.

As the prisoner was being led away, the complainant jumped from his seat and excitedly exclaimed: "The clothes he has on now belong to me."

The Magistrate smilingly made an order that the clothes were to be handed to their owner.

THE FUSILIERS AT THE SEAT OF WAR.

[BY THE "BANK AND FILE"]

(Continued.)

Among the many communications which have reached the writer commenting on the preceding articles, one from a non-commissioned officer calls attention to two "grave errors" which, he considers should be "immediately rectified." "The Porters were not brothers," the somewhat irate non. com. goes on to say, "although they acted like it, and were considered to be related to each other as they were always together." "The second 'grave error' was in the statement that Col. Bertie dismissed his men so as to enable them to get some beer on the taking of Tientsin. The officer named should have been Major Morris, who took such a deep interest in his men that he personally went the round of the shops obtaining what he could for them, and assisting the citizens of Tientsin in doing out beer, &c.

But to proceed. We left the Fusiliers at Peitsang. They had materially assisted to take a position, which, in the opinion of those best able to judge would have been invulnerable in the hands of a courageous enemy. It ran north-east and south-west across the river and the railway, their right resting on an embankment which went from Hsika village westerly, then left five miles away on the other side of the river at a camp near the fifth railway bridge, beyond which the country was inundated. It is true that the Chinese retreated in force and practically left the position at the mercy of the swiftly advancing troops, but the Fusiliers, nevertheless, displayed considerable dash and activity right through, clearing the way, and marching into the village among the first of the Allied troops in the early morn. At 8 o'clock the next morning (August 6th) the "fall in" sounded, and preparations were made for a forced march.

THE ADVANCE ON YANGTSUN.

The advance column was to be composed of a large force of Japanese on the right bank, and the rest of the Allies on the left bank. After marching about thirteen miles under a broiling sun dispositions were made for a combined British and American attack in the centre and on the right. The attack in the centre was led by the 1st Sikhs and 24th Bengal Infantry in widely extended order supported by the 14th American Infantry, and the Fusiliers, the 12th Field Battery covering the advance to the right. The 9th American Infantry, protected on the right flank by the Bengal Lancers advanced, covered by an American Field Battery.

The enemy was holding a position three miles long, with their right on the river, their centre at Yangtsun railway station and their left on distant villages eastwards. The intervening space was a plain, covered with high millet. The enemy's centre was strong, a village protected by entrenchments covering the station. Colonel Bertie ordered the Fusiliers to advance in extended order. The enemy's fire was first drawn by a company of Oosaka who had been reconnoitring, and had proceeded too far, so that they found considerable difficulty in retreating. The enemy seemed to have got the Americans well ranged, for a few shells went right in amongst them, and wounded several men as they advanced. The 12th Field Battery then started to shell the villages in front of the railway station, and under cover of this bombardment, the infantry attack was developed, the Fusiliers still advancing in very extended order through the high covering crops, the Americans following to their right, and in much closer order. The enemy's shells were slipping up the ground over which the Fusiliers had to advance, and their escape from a severe disaster is considered somewhat marvellous.

JACKSON, THE FUSILIER HERO.

The Fusiliers did about two miles of the attack when the 7th Rajputs came up. Captain Gwynne immediately shouted to them "Why don't those Rajputs charge?" and with that he drew his own sword and said "Follow me men" and the Fusiliers at once made another charge. They, however, were disappointed at the result of the order so valourously given and so readily responded to. They thought they were nearer the enemy's position than they were. However, Capt. Gwynne ordered them to rally, and away they went. When they reached the position they found the enemy had retreated. It was about this time when the Fusiliers found themselves in an enfilading fire, which for a while they could not make out. Eventually it was ascertained that the Russians were pouring shells into the captured position. Seven Americans were killed and wounded by this unfortunate accident. It was here that an heroic act of Signaller Jackson of the Fusiliers deserves to be put on record. When the shells were pouring into the captured position Jackson mounted the embankment and waved a flag as a signal for the Russians to cease fire. This was done at a moment when a shell had burst near the spot Jackson had to climb, and notwithstanding that fact, and the heavy fire on all sides, he made his way to a point where he could best be observed, and saved the lives of his comrades by running along the embankment and vigorously waving his flag.

The rest given to the troops at Yangtsun was much needed, and when the advance was continued on the 8th August the men "fell in" with renewed energy. The road at Yangtsun crosses over to the right bank of the river, and a definite order of march was agreed upon. It was decided that the Japanese should lead the advance, the Russians take the second place, the Americans were to follow, and the British to bring up the rear. The march of the Fusiliers was made in the day-time—that of the other part of the force in the night. The Indian troops fell out a good deal, for the weather, especially at midday, was very trying, and the heat intense. It was at Tsai-Tsun where the enemy was again met with, but they made no determined stand, and as far

as the Fusiliers were concerned, their bayonets remained sheathed.

THE LAST CAMP BEFORE PEKING.

The combined Allies camped here for the night and on the afternoon of the next day (August 10th) moved further on the road. The Japanese were keeping the enemy continually on the run, marching in the night time. General Fukushima had laid out a plan of campaign which worked admirably. It was to push on about three miles in advance of the British main body of infantry, and whenever they got into touch with the enemy to drop back on the Fusiliers, who were then extended and sent forward to go through all the villages to the right and left of the line of march.

Another night's rest at Matou, and at about 2 o'clock in the afternoon of the next day the army were discovered in a position south of Tungchow, which was surrounded by a formidable wall. The Japanese advanced to assault it, but found the enemy had gone—the town was completely evacuated. The Fusiliers, with the rest of the Allies, rested at Tungchow on the 12th. Peking was only 13 miles off, and the Force moved upon in four separate columns. The Fusiliers advanced about noon upon the Sha-wo-men, the east gate of the Chinese city wall, the village in front of the gate being occupied by the enemy. The Field Battery was brought into action and the 24th Punjab Infantry on the left of the road, and the 7th Rajputs on the right skirmished up towards it concealed by the high crops. The engagement was sharp and decisive, and the village was quickly taken. Indeed, there was little or no opposition, for the Chinese did not expect an attack to come from that quarter, more especially as the road leading to it had become well impassable. The 1st Sikhs were with the Fusiliers, and they were supported by cavalry and artillery. The Americans were among the first to attack, while the cavalry and the artillery were sent to the Temple of Heaven to protect the left flank. The resistance was weak, and finally the position was taken. On all sides Peking was in the hands of the Allies and the Legations had been saved. So much then for the part which the Fusiliers took in bringing about such a successful issue. They had demonstrated right through the kind of metal of which they are composed, and in conclusion the story of Private Dudson may be mentioned as standing out prominently amongst the heroic acts done by them while on that hazardous march. It was near Tientsin, and the order was given to advance over a wall. When nearing it Private Dudson saw a wound Japanese who had taken off his clothing, and rolled himself in the mud so as to prevent his being identified by the passing Chinese. Quick as the word, Dudson caught the man in his arms and carried him to the Hospital trench, where his injuries were dressed by Captain Frynne. The sufferer held in his hand a purse which he desired the Captain to take in return for the kindness shown him, but it was refused. The dressing completed, the Captain asked for volunteers to take the Japanese back to his lines, and Dudson at once stepped forward. In the meantime he had been out across the line of fire and had brought back over his shoulders a wounded Sergeant named Pearce. Then grasping the wounded man again Dudson carried him to the Japanese lines some distance away. All this was done amid a heavy cross fire, and those who witnessed it cheered Dudson lustily. It is said the plucky fellow has been mentioned for these heroic deeds—deeds which add lustre to the fame of not only the Royal Welsh Fusiliers but the whole British Army.

CRICKET.

H.K.C.C. V. R.E.C.C.

A start was made in the match about 11.30, but the play before tiffin was of somewhat a desultory nature. The Cricket Club XI took the field and began the attack with Smith and Dorehill, who met with success which was immediate and continuous. In fact the demand for batsmen was greater than the supply, and the forenoon was passed in a manner such as to give much of a meadow as of a cricket field. The victims falling short about ten minutes to one o'clock, an early adjournment for tiffin was made. After the interval, the eleventh footballer was in evidence and the moribund innings was revived for a quarter of an hour. The heavy showers of last week let the parent club down lightly, making between them only 13 as compared with their former combined total of 222. It must be gratifying to them both to be able to reserve themselves for occasions and to know that by their efforts the H.K.C.C. gained another victory this season. We did not count more than four catches missed before the 20 had gone up on the board. Did any one see any more? Hooper knocked up a valuable 17 until a lob inserted itself between his legs into his wickets. Noble got a mutilated 6 and Hill, as usual, hit hard and scored rapidly. The same pair looked unchanged throughout the innings of 75. Now you can't put the collapse down to Smith's howling, which (however judicious or judicial it may be) from the Pavilion and the scorer's hut, and the ladies to know that by their efforts the H.K.C.C. gained another victory this season. We did not count more than four catches missed before the 20 had gone up on the board. Did any one see any more? Hooper knocked up a valuable 17 until a lob inserted itself between his legs into his wickets. Noble got a mutilated 6 and Hill, as usual, hit hard and scored rapidly. The same pair looked unchanged throughout the innings of 75. 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MISSIONARY WORK IN CHINA.

SERMON BY THE BISHOP OF VICTORIA.

On Sunday morning, the Right Rev. the
Bishop of Victoria preached in St. John's
Cathedral on the subject of missionary work in
China, the occasion being the day set apart in
the Anglican Church for the intercession for
missions.His Lordship took for his text Psalm ii
1-6.
He said:—Why do the heathen rage? The
question is one which has been asked very often
of late. Why have the Chinese risen up as
they have? Why have people, ordinarily quiet
and well disposed, suddenly treated all Euro-
peans who were to be found amongst them with
almost unheard of barbarity? Why has a
populace, ordinarily indifferent to the religious
views of their neighbours, suddenly turned upon
their Christian fellow-countrymen and slain
them by thousands?A few months ago the common answer to
this question was that missions were responsible
for these terrible events. The trend of public
thought has changed of late. People have
realized that other causes have been at work;
that political influences and commercial aggres-
sions lie at the root of the present distur-
bances; that though missionaries and missions
have been the chief sufferers, they have not been
the chief cause; and that they have suffered
more than others only because they have had
no means of protecting themselves. But even
now there are many who, whilst they realize that
the outbreak in China is political and not
religious, and anti-foreign and not anti-Christian,
directed against syndicates rather than Churches,
have yet thought, and plainly stated their
views, that missionary work, and wrong mis-
sionary methods, have done much to precipitate
the catastrophe. And such views, stated as
they often have been by just and sober-minded
men, have not unreasonably led many to believe
that missions are not carried on in a right way.
Such a belief must necessarily alienate sym-
pathy, and by so doing weaken the power
of intercession. I propose therefore this
morning, on which you are specially invited to
intercede for missions, to ask you to consider
this matter. I do not intend to discuss the
political side of the question, as to whether, or
to what extent, missions are responsible for the
present troubles; but rather to discuss some of
the objections to missions and to missionary
methods, which have been brought into special
prominence during the recent controversies.
May the Holy Spirit so direct my words that
they may stir up in your hearts the earnest
desire to forward by your prayers, by your
sympathy, and by any other help that you can
give, the great work which our ascended Saviour
has committed to His Church!For at the outset be it remembered that, as
regards the duty of carrying on the work of
missions, there is really no room for question-
ing. There are, we know, those who say that
the Chinese do not need Christianity; that their
own religious systems are better adapted to the
people, and are sufficient for their needs. To
the man who believes that Jesus is the Son of
God, that God has given Him to be "the Saviour
of the world," that Christ "is the propitiation
for our sins, and not for ours only,
but also for the sins of the whole
world," there can be no doubt that it is the
duty of the Church of Christ to proclaim these
blessed truths, at all times, in all places, and to
all men. All controversy on that point is set
at rest by the clear command of Christ: "Go ye
into all the world and preach the Gospel to every
creature." The Church as a Church, and every in-
dividual who acknowledges the divine authority
of Christ, is bound by that command, as plainly
as a soldier is bound to obey the commands of
his sovereign.This being so the criticisms which are, often
passed as to the alleged want of success of mis-
sions in China are beside the mark. Want of
success might be a good reason for examina-
tion as to whether the methods employed are
sound or not, but could afford no ground for
disobedience to a plain command. But it is worth
pausing to inquire whether missions in China
are unsuccessful or not. It is alleged some-
times that the numbers of converts are very
small, at other times that the converts them-
selves are insincere, and attracted only by
worldly motives. Now to take these two points
separately. Protestant missions in China—and
I am speaking now only of Protestant missions,
for I do not accurately know the facts about
others—are not more than sixty years old. Yet
at the commencement of this year these mis-
sions counted some 100,000 communicants. It is
generally considered rapid progress, if the
number of converts in a mission is doubled in
twenty years. Yet in China, in the two Church-
es of England missions of which I can speak from
intimate personal knowledge, viz. the Mid-
China and South China Missions, the number
of converts has increased at a far more rapid rate,
doubling itself in each succeeding ten years. In
this diocese alone, where mission work is just fifty
years old, the number of baptized converts of our
Church now living is more than ten thousand.
In this colony, where many of the European
residents will tell you that practically mission
work is a failure, we are now drafting a scheme
for setting the native branch of the Anglican
Church on an independent footing. It is ready
now to pass from under the fostering care of a
missionary society, and is able to support its
own pastors and Church work quite as well
as this cathedral congregation does. That is
not slow progress in only half a century,
especially when you consider that the initial
stages of a mission are necessarily the most
difficult.Then as regards the other point. Is it a
fact that the converts are insincere, and attach
themselves to the missions only for worldly
motives? Many who do not know the converts,
residents in China who do not know
the language, or book-writing travellers whorecord the gossip they hear in the Clubs, will
tell you that it is true. Those who know the
converts, who live amongst them, who converse
with them, who see their homes, and their lives,
who know their trials, and the constant strain
of persecution under which they live, will tell
you, I believe I may say with absolute un-
animity, that, though the Chinese Christians,
like the English Christian, are not without faults,
yet he is genuine and true. Of course we must
with false professors in China as well as else-
where; but as regards worldly motives they are
very few, in proportion to the whole number of
converts who can possibly have any hope of
worldly gain; whilst those who come forward
for baptism in the face of persecution and
knowing that from a worldly point of view they
must lose, are very many. Take for instance
this year in the Fuk-kien Province. Through
God's mercy our mission in Fuk-kien has not
suffered from massacre this year; in their im-
mediate neighbourhood chapels of other mis-
sionaries have been burned and the native pre-
achers have been severely beaten, but the Eu-
ropean missionaries have been withdrawn from
their stations, and the native clergy and
converts have been living and working in con-
stant anxiety, in real peril of their lives, with
much persecution, such as the destruction of their
crops, and the pulling down of their houses.
Yet in the face of all this the number
of baptisms in the year has been 931, of
whom 627 were baptized as adults. Now what
inducement could these people possibly have to
lead them to join the Church under present
circumstances, if they were not genuine? Then
again the native converts in Fuk-kien have
during this year of trial contributed out of their
poverty \$3,237, an advance of \$500 over pre-
ceding years towards the support of their native
clergy and catechists, and other Church ex-
penses. Does that look like joining the Church
for worldly gain? I tell you, and I speak from
an experience of 25 years, spent in very close
contact with the Chinese converts, I believe in
them, I respect their faith, their earnestness,
their steadfastness under many trials, their zeal
in spending the Gospel; and my heart often
burns within me as I hear them scoffed at by
men who do not know what suffering for the
faith means.To pass on then to the question of methods.
Are they right who say that the methods of the
modern missionaries are unsound? No one
would of course argue that no mistakes are
made. The work of missions is carried on by
weak and fallible men; and in any human work
mistakes are sure to occur. In the affairs of
state, in the conduct of military operations,
in all worldly matters mistakes are made; and
we have no reason to suppose that missionary
operations will be carried on without any errors.
Moreover the field of operations is wide, and the
circumstances of different missions differ so
greatly that there is always much room for
variety of method, and consequently also much
room for criticism. It is not unnatural, there-
fore, that those who are engaged in the work,
who have made it their special study, should
think somewhat lightly of the criticisms of
those who really know nothing or next to nothing
of its nature and its difficulties. At the same
time it would not be wise to ignore the
opinions of those who criticize, not from a
spirit of carping hostility, but with friendly
motives, though sometimes erroneous impressions.
Such criticisms are made, and those who are
responsible for the conduct of missions are
glad enough to receive and consider them.
One or two of such criticisms I propose to
notice this morning, because I believe that by
so doing I may be able to remove false im-
pressions from the minds of some. Missionaries
are often blamed for attacking the heathen
institutions of the people to whom they preach.
Of late, for instance, the folly of deifying
ancestral worship in China has been
frequently adduced as a common mistake of
missionaries. The mistake, I think, is entirely
on the side of those who think that this is done.
Missionaries, whether European or Native, do
not go about declaiming against ancestral wor-
ship. It is a subject which so far as my own
experience goes—and I have had a wide experi-
ence of evangelistic preaching in company with
many missionaries of various shades of opinion
—is never introduced by a Christian preacher.
That is not his work. His work is to proclaim
the facts of the Gospel, and to try to commend
his preaching to the minds of the people. Some-
times the matter of ancestral worship will be
brought up by the heathen objector, who will
charge Christians with lack of filial piety; but
in such cases the preacher, whether native or
foreign, always—as far as my experience goes,
and it is borne out by the experience of others—
deals gently with the objection by showing
from Scripture how Christianity includes the
duty of filial piety, only in a somewhat different
manner to the corrupt following of Confucius
now in vogue amongst the Chinese. Even in
dealing with such a matter as the worship of
idols, the missionary endeavours to follow the
example of St. Paul at Athens, and to present

NOT BEYOND HOPE.

Those who have suffered year after year with
Rheumatism will be glad to hear of a remedy
that has proved an absolute specific. There are
no conditions of Rheumatism, no matter how
severe or from what cause, that cannot
immediately be relieved and permanently cured
by Little's Oriental Balm. People who have
tried a hundred remedies, liniments, and doctors
are apt to be resigned to their fate. They
come to believe that there is no such
thing as a cure for Rheumatism. They have
been disappointed so many times that another
trial seems almost hopeless. To all such we say,
try Little's Oriental Balm faithfully and patient-
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precious health. Many a person was cured
through Little's Oriental Balm by the use of a
single bottle, others have used from 3 to 6 bottles
to obtain the same result. In only very rare and
exceedingly obstinate cases were more than 6
bottles necessary. Sold at Re. 1 per bottle.
Agents for Hongkong:—THE VICTORIA
DISPENSARY, LD. [2562-3]his message in a form which may be acceptable
to his hearers. I do not think that, as a rule,
any unnecessary friction is caused by attacks on
the institutions or customs of the country.Then again missionaries are charged with
using political influence and interfering with
the law suits and civil disputes of the people. I
am afraid that to a certain extent this charge
must be admitted as true; but I would most
emphatically say that, so far as Protestant Mis-
sions are concerned, when such things are done
they are done by individuals, usually under the
impression that they are helping those who are
being persecuted for their faith, and always
contrary to the wishes of the responsible direc-
tors of their missions. In evidence of this let
me cite what took place last year. The Chinese
Government wished the Protestant missionaries to
accept the official status which had been al-
ready granted to the missionaries of the Roman
Church, which would have given them the
power, if not the right, to interfere in such
matters. As a matter of fact the British
Government also wished the missionaries of the
Anglican communion to accept this so-called
privilege. What did the missionaries do? First
the Bishops of the Anglican Commission
discussed the matter, and rejected the proposal.
The matter was afterwards discussed in various
conferences and meetings of missionaries both
of our own Church and also of other Protestant
bodies. One and all rejected the proposal.
The mind of the Protestant missionaries
with regard to this question could not have
been more clearly shown. Political influence
was to be had for the taking. It was rejected
with absolute unanimity. I believe that I am
expressing the conviction of all the missionaries
of experience in China, certainly I am express-
ing my own most deep conviction, when I say,
that in the future settlement of these present
troubles it will be most injurious to the spread
of pure Christianity if any kind of political
influence is accorded to the Christian Churches.But I must not dwell longer on criticisms,
nor indeed on arguments. We have met
here together to-day; we shall meet again
this evening, for prayer, intercessory prayer,
and not for argument. I have spoken as
I have because I know that in the minds
of many, some of the matters on which
I have touched have formed a real diffi-
culty, and have hindered the sympathy which
we ought all, as Christian people, to feel in the
spread of Christ's Gospel. Most thankful shall
I be if what I have said may be the means of
clearing away some misconceptions, or removing
some difficulties. For assuredly missions in
China do need your prayers now. Probably
some hundreds of missionaries have been
martyred, the rest are for the most part driven
from their stations. The converts who have
been massacred are to be counted by thousands,
thousands of others have been driven from their
homes, the churches and chapels have been de-
stroyed. And though the movement has been,
as I said before, anti-foreign and not anti-
Christian, yet large numbers have been called
upon to witness as martyrs; and have, when
the alternative has been offered, chosen rather
to suffer death than to deny their Lord who died
for them. Most earnestly ought we to pray that
these troubles may soon come to an end; that
peace may be restored; that the messengers of
the glad tidings may be able to return to
their work; that the scattered remnants of
the Churches may be gathered together again;
and that the Word of God may have free course
and be glorified in China. As we look forward
our minds are full of anxious questionings.
What will the missionaries find when they are
permitted to return to their posts? What will
be the effect of this great catastrophe? The
greatest catastrophe that has for centuries be-
fallen the cause of missions. Of this I am
confident. The gates of Hades will not prevail
against Christ's Church. It may suffer, it may
for a time have its light obscured, but it can-
not be destroyed. The Indian Mutiny swallow-
ed up the work of missions for a time, but
afterwards the Church arose again, brighter
better, stronger, for the troubles through which
it had passed. The missionaries were driven
from Madagascar for 25 years, A.D. 1837 to
1861, by fierce persecution which raged in the
country; they went back to find that in spite of
persecution the Church had increased ten-fold.
So will it be in China. The heathen may
furiously rage, they may take counsel together
against the Lord and against His Anointed,
but God has set His kingdom upon His holy hill
of Zion, and He must reign until He has made all
His enemies His footstool. To us, members of
His Church, has He given the privilege of help-
ing in the extension of His kingdom, some by
active work, some by gifts, some by prayers.
Your gifts are not asked for mission work
to-day, but I trust that at other times you will
not be negligent in this matter. Many of you
are decimated by various causes from taking
part in the active work of missions, but you
can all pray, and earnestly do I entreat you to
pray, with persistent, sympathetic prayer for
the work of those who are engaged in spreading
the knowledge of Christ amongst the heathen.

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Hongkong, 6th November, 1900. [2527]

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TO LET.

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"WAGENINGEN," MOUNT KRISTEL,
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BLUE BUILDINGS.
A HOUSE in RIFON TERRACE.
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MENT & AGENCY CO., LD.
Hongkong, 9th October, 1900. [61]FROM THE 15TH DECEMBER, 1900.
LUGNISTLAND EAST, PEAK ROAD,
an EIGHT-ROOMED HOUSE.
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Hongkong, 17th November, 1900. [2501]TO LET.
From the 1st December Next.
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A FIVE ROOMED HOUSE, with TENNIS
COURT.
"STONY BROOK COTTAGE."
A FOUR ROOMED HOUSE with GARDEN.
Apply to—
HUMPHREYS ESTATE AND
FINANCE CO. LIMITED.
Hongkong, 31st October, 1900. [2545]TO LET.
NOS. 1 and 4, WILD DELL, WANTSAT
ROAD.
Apply to—
SANG KEE,
No. 288, Praya Central.
Hongkong, 22nd November, 1900. [2549]TO LET.
SECOND FLOORS Nos. 62 and 64,
QUEEN'S ROAD CENTRAL.
Apply to—
ON CHAI CO.,
2nd Floor, 56, Gage Street.
Hongkong, 22nd November, 1900. [2550]TO LET.
FROM THE 1st October—FOUR ROOMS
and COMPHADORE OFFICES on the
1st Floor No. 16, DES VOEUX ROAD.
Apply to—
SEE WO,
No. 60, Queen's Road Central.
Hongkong, 19th September, 1900. [2554]FURNISHED HOUSE TO LET.
"THE EYRIE," a large BUNGALOW,
standing in extensive and lovely
grounds, near the summit of the PEAK.
For Terms and Particulars, apply to—
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8, Beaconsfield Arcade.
Hongkong, 6th November, 1900. [2522]TO LET.
WITH IMMEDIATE POSSESSION.
A SPACIOUS ROOM, suitable for an
OFFICE, on N.E. corner of Third
Floor, PRINCE'S BUILDINGS.
Apply to—
S. J. DAVID & CO.
Hongkong, 16th July, 1900. 1945BOARD AND RESIDENCE.
MRS. GILLANDERS
"GLENWOOD."
21, CAINE ROAD.
Hongkong, 20th September, 1900. [2547]BOARD AND RESIDENCE.
COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHER,
9, Pender's Hill.
Hongkong, 1st January, 1892.BOARD AND RESIDENCE.
MRS. SIDNEY JEFFREY,
"VERITAS."
BEACH ROAD WEST,
FELIXSTOWE, SUFFOLK,
ENGLAND.
Hongkong, 23rd August, 1900. [2293]

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LARGE STOCKS OF VERY DESIR-
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Agents for Hongkong. [49]POT
"VIKING" NAVY CUT
IN YOUR PIPE
& Smoke it.Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND.
W. BEEVER & CO., AGENTS, HONGKONG. [2553-1]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SUEZ CANAL.	AXIS	Brit. str.	—	Batt	BUTTERFIELD & SWIRE	To-morrow.
LONDON, &c. VIA PORTS OF CALL.	CANTON	Jap. str.	—	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On or about 28th inst.
LONDON VIA SUEZ CANAL.	SOBRON	Brit. str.	—	L. M. Wilmer, R.N.E.	P. & O. S. N. Co.	On 8th Dec., at Noon.
LONDON VIA SUEZ CANAL.	ANTENOR	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	On 11th Dec.
LIVERPOOL DIRECT.	ACHILLES	Brit. str.	—	Brown	BUTTERFIELD & SWIRE	On 25th Dec.
BREMEN, VIA PORTS OF CALL.	PEREGRIN	Brit. str.	—	Tillotson	BUTTERFIELD & SWIRE	On 1st Dec.
MARSEILLES, LONDON & ANTWERP, V. S. PORE, &c.	STUTTGART	Ger. str.	—	P. Grosch	MELCHERS & CO.	On 25th inst., at Noon.
MARSEILLES, &c. VIA PORTS OF CALL.	AWA MARU	Jap. str.	—	N. Trent	NIPPON YUSEN KAISHA	On 30th inst., at Daylight.
HAYRE & HAMBURG	ANNAM	Fren. str.	—	Poydenot	MELCHERS & CO.	On 3rd Dec., at 1 p.m.
HAYRE & HAMBURG	AMBRIA	Ger. str.	—	A. Wagner	MELCHERS & CO.	On or about 8th Dec.
HAYRE & HAMBURG	ARAGONIA	Ger. str.	—	Forst	CARLOWITZ & CO.	On or about 20th Dec.
HAYRE & HAMBURG	WITTENBERG	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 20th Dec.
HAYRE & HAMBURG	SAMBA	Ger. str.	—	Schmidt	CARLOWITZ & CO.	On or about 20th Dec.
NEW YORK VIA SUEZ CANAL.	HOLSATIA	Brit. str.	—	Bakle	DODWELL & CO. LIMITED	On or about 20th Jan.
NEW YORK VIA SUEZ CANAL.	GLENARTNEY	Brit. str.	—	E. G. Warner	McGREGOR BROS. & CO.	On or about 27th inst.
NEW YORK VIA SUEZ CANAL.	DEVONSHIRE	Brit. str.	—	Hansen	SHAW, TOMES & CO.	On 12th Dec.
NEW YORK VIA SUEZ CANAL.	VERONA	Ger. str.	—	Hansen	CARLOWITZ & CO.	On or about 28th Dec.
VICTORIA, B.C., &c. VIA SHANGHAI, &c.	R. MORROW	Brit. ship	—	H. Pybus, R.N.E.	ARNHOLD, KARBURG & CO.	Quick despatch.
VICTORIA, B.C., &c. VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	—	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 10th Dec.
PORTLAND, OREGON, &c. VIA JAPAN, &c.	RIOTUN MARU	Jap. str.	—	A. Dixon	DODWELL & CO. LIMITED	To-day, at 4 p.m.
PORTLAND, OREGON, &c. VIA JAPAN, &c.	MILOS	Ger. str.	—	Petersen	ARNHOLD, KARBURG & CO.	On or about 30th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	EVA	Brit. str.	—	Petersen	PACIFIC MAIL S. S. CO.	On or about 1st Dec.
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF PEKING	Brit. str.	—	Petersen	U. & O. S. S. CO.	On 4th Dec., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	HONGKONG MARU	Jap. str.	—	Petersen	TOYO KISEN KAISHA	On 11th Dec., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	CARLE CITY	Brit. str.	—	Petersen	BUTTERFIELD & SWIRE	On 10th Dec.
AUSTRALIAN PORTS.	CHINGTU	Brit. str.	—	Petersen	BUTTERFIELD & SWIRE	On 10th Dec.
AUSTRALIAN PORTS.	ABERDEEN	Brit. str.	—	Petersen	GIBB, LIVINGSTON & CO.	On 14th Dec., at 4 p.m.
GERMAN COLONIAL & AUSTRALIAN PORTS	MUNCHEN	Ger. str.	—	Petersen	MELCHERS & CO.	On or about 8th Dec.
YOKOHAMA, VIA NAGASAKI & KOBE	JAPAN	Brit. str.	—	Petersen	P. & O. S. N. Co.	On or about 30th inst.
NAGASAKI, KOBE & YOKOHAMA	SHINANO MARU	Jap. str.	—	Petersen	NIPPON YUSEN KAISHA	On or about 28th Dec.
VLADIVOSTOCK	GERMANIA	Ger. str.	—	Petersen	EAST ASIATIC TRADING CO.	On or about 28th Dec.
WEIHAWEI	TAIYUAN	Ger. str.	—	Petersen	BUTTERFIELD & SWIRE	On 4th Dec., at Noon.
SHANGHAI	BENGAL	Brit. str.	—	Petersen	MITSUI BUSSAN KAISHA	On or about 8th Dec.
SWATOW, AMOY & TAIWANFOO	ANPING MARU	Jap. str.	—	Petersen	MITSUI BUSSAN KAISHA	On 25th inst., at Daylight.
SWATOW, AMOY & TAIWANFOO	TAMSU MARU	Jap. str.	—	Petersen	MITSUI BUSSAN KAISHA	On 2nd Dec., at Daylight.
FOOCHOW VIA SWATOW & AMOY	YUENANG	Brit. str.	—	Petersen	MITSUI BUSSAN KAISHA	On 5th Dec.
MANILA	DIAMANTE	Brit. str.	—	Petersen	JARDINE, MATHESON & CO.	To-day, at 4 p.m.
MANILA	CHINGTU	Brit. str.	—	Petersen	SHAW, TOMES & CO.	On 28th inst., at 5 p.m.
SINGAPORE, PENANG & CALCUTTA	CATHERINE APCAR	Brit. str.	—	Petersen	BUTTERFIELD & SWIRE	On 10th Dec., at 4 p.m.
SINGAPORE & BOMBAY	MARIA TERESA	Aus. str.	—	Petersen	DAVID SASSOON, SONS & CO.	On 25th inst., at 3 p.m.

SHIPPING.

ARRIVALS.
 Nov. 23, German torpedo boat destroyer, No. 91, 360, 1st Flotilla, Canton 23rd November.
 Nov. 24, MYTHO, French transport, 2,301, Bouscia, Saigon, 21st November.
 Nov. 24, BENLARI, British steamer, 1,450, Ginn, Livingston & Co.
 Nov. 24, FEICHING, British steamer, 939, J. Gordon, Haiphong 21st November and Ho-hoi-ho 22nd, General. J. E. JENSEN & Co.
 Nov. 24, CLYDE, British steamer, 2,198, A. I. Valentini, Bombay 7th November and Singapore 20th, Malle and General. P. & O. S. N. Co.
 Nov. 24, BOSNA, German steamer, 1,436, H. Schmidt, Taku 19th November, Ballast. SHIMSEN & Co.
 Nov. 24, ANPING MARU, Jap. str., 1,053, S. Atsumi, Anping 21st Nov., General. MITSUI BUSSAN KAISHA.
 Nov. 24, THALES, British steamer, 320, Robson, Haiphong 21st Nov. and Ho-hoi-ho 23rd, Rice and Pigs. DUBOIS LAFRAIX & Co.
 Nov. 25, CITY OF PEKING, Amr. str., 3,123, J. T. Smith, San Francisco and Shanghai 23rd Nov., Malle and General. P. & O. S. N. Co.
 Nov. 25, DIAMANTE, British str., 1,255, Ramsey, Manila 22nd November, Hemp. SHEWAN, TOMES & CO.
 Nov. 25, HAILAN, French str., 377, Merles, Pakhoi and Ho-hoi-ho 24th Nov., General. A. R. MARY.
 Nov. 25, BERA GHOM KLAO, German str., 1,011, Jas. Fowler, Bangkok 15th Nov., Rice, &c. BUTTERFIELD & SWIRE.
 Nov. 25, TAICHONG, German str., 386, Ahrens, Saigon 20th November, Rice and Flour. MEYER & Co.
 Nov. 25, DESCARTES, French cruiser, 4,000, de Sauno, Saigon 21st November.

CLEARANCES.

At the Harbour Master's Office.
 24th November.
 Sierra Miravida, British ship, for Royal Road.
 Kaitong, British str., for Manila.
 Hatching, British str., for Swatow.
 Maidaru Maru, Japanese str., for Swatow.
 Sishan, British str., for Swatow.
 Achilles, British str., for Shanghai.
 Bonnia, German str., for Saigon.
 Hsinfung, British str., for Foochow.
 Fushan, British str., for Shanghai.
 Kamsang, British str., for Singapore.
 Taiwan, British str., for Canton.

DEPARTURES.

Nov. 23, MARIE JENSEN, Ger. str., for Saigon.
 Nov. 23, SIAM, British str., for Singapore.
 Nov. 23, CAESAR, American transport, for New York.
 Nov. 24, COROMANDEL, British str., for Europe.
 Nov. 24, AMERICA MARU, Japanese str., for San Francisco.
 Nov. 24, CHINA, German str., for Saigon.
 Nov. 24, VALE OF DOON, British bk., for Rajang.
 Nov. 24, Hsinfung, Amr. ship, for Tacoma.
 Nov. 24, FUSHUN, British str., for Shanghai.
 Nov. 24, TAIWAN, British str., for Canton.
 Nov. 24, KUMSANG, British str., for Calcutta.
 Nov. 24, KAITONG, British str., for Swatow.
 Nov. 25, MAIDZURU MARU, Jap. str., for Swatow.
 Nov. 25, SISHAN, British str., for Swatow.
 Nov. 25, ACHILLES, British str., for Shanghai.
 Nov. 25, BOSNA, German str., for Saigon.

VESSELS IN DOCK.

ABERDEEN DOCK.—Ben. Sewall.
 KOWLOON DOCK.—Tartar, Zafiro, Clara, Huo, Sandakan, Formosa.
 CHROMPOLITAN DOCK.—Mongkut, Breconshire, Tacoma.

SHIPPING REPORTS.

The Japanese steamer Anping Maru, from Anping 21st inst., had strong N.E. breeze and fine weather.
 The British steamer Diamante, from Manila 22nd inst., had moderate N.E. winds with clear and fine weather.
 The British steamer Clyde, from Bombay 7th inst. and Singapore 19th, had moderate N.E. winds and fine weather with occasional rain squalls.
 The British steamer Phra Chon Kiao, from Bangkok 15th inst. experienced light northerly winds and fine weather to Poremba; from there to arrival moderate to fresh N.E. winds and moderate sea.
 The British steamer Thales, from Haiphong 21st inst. and Ho-hoi-ho 23rd, had moderate to fresh monsoon. Vessels in Haiphong—Hanoi and Jacob Diederichsen. In Ho-hoi-ho—Hoi-hoi and Haiphong.
 The German steamer Bosna, from San Francisco for Taku on the 12th Oct. with 1,163 horses for the German artillery. She had fine weather going across and on at Kobe for an inland steamer. The passage to Kobe was done in 19 days, and from there to Taku steamed three days. After discharging her horses, she left on the 19th inst. at 8 p.m. Off Wei-hai-wei had a northerly gale and afterwards

strong N.E. monsoon. The whole distance from Taku to Hongkong amounts to 1,440 miles; and the trip was done in four days six hours. The average speed was fourteen knots per hour. The ship is bound to Saigon.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
 FOR MANILA.
 THE Company's Steamship

"YUENANG."
 Captain Rolfe, will be despatched as above TO-DAY, the 26th inst., at 4 p.m.
 This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO.,
 General Managers.
 Hongkong, 19th November, 1900. [2929]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
 THE Company's Steamship
 "AJAX."
 Captain Batt, will be despatched as above TO-MORROW, the 27th November.
 For Freight, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 19th October, 1900. [2638]

FOR NEW-YORK VIA SUEZ CANAL.

THE Steamship
 "HILGLEN"
 will be despatched for the above port on or about TUESDAY, the 27th inst., and will be followed by the Steamship
 "HUDSON"
 about the end of December.
 For Freight, apply to
 DODWELL & CO., LD.,
 Agents.
 Hongkong, 19th November, 1900. [2410]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.
 THE Company's Steamship
 "ANPING MARU."
 Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 28th inst., at DAYLIGHT.
 For Freight or Passage, apply to
 THE MITSUI BUSSAN KAISHA,
 Agents.
 Hongkong, 14th November, 1900. [1443]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
 THE Company's New Steamship
 "DIAMANTE."
 Captain A. R. Mary, will be despatched as above on WEDNESDAY, the 28th inst., at 5 p.m.
 The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.
 A doctor is carried.
 For Freight or Passage, apply to
 SHEWAN, TOMES & CO.,
 General Managers.
 Hongkong, 22nd November, 1900. [2986]

FOR VLADIVOSTOCK.

THE Steamship
 "GERMANIA."
 Captain Bendixen, will be despatched as above on or about the 28th inst.
 For Freight, apply to
 EAST ASIATIC TRADING CO., LTD.,
 Agents.
 Hongkong, 22nd November, 1900. [2062]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship
 "CATHERINE APCAR."
 Captain J. G. Olifant, will be despatched for the above ports on THURSDAY, the 29th inst., at 5 p.m.
 For Freight or Passage, apply to
 DAVID SASSOON, SONS & CO.,
 Agents.
 Hongkong, 24th November, 1900. [2951]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL SETAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SHINANO MARU	{NAGASAKI, KOBE and YOKO-}	MONDAY, 26th Nov., at
G. E. P. Cook	{HAMA}	NOON.
RIOTUN MARU	{VICTORIA, B.C. and SEATTLE,}	MONDAY, 26th Nov., at
J. W. Ekstrand	{U.S.A. VIA SHANGHAI, MOJOI,}	4 P.M.
	{KOBE and YOKOHAMA}	
AWA MARU	{MARSEILLES, LONDON, and}	FRIDAY, 30th Nov., at
N. Trent	{ANTWERP, VIA SINGAPORE,}	DAYLIGHT.
	{PENANG, COLOMBO & PORT}	
	{SAID}	

Through Passengers, Tickets, and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA,

Manager.

Hongkong, 30th October, 1900. [12]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON	{CANTON}	{About 29th}	{Freight or Passage.
	{C.F. Lockstone, R.N.E.}	{Nov.}	
YOKOHAMA VIA NA-	{JAPAN}	{About 30th}	{(Passing through the Inland
GASAKI & KOBE	{G. K. Wright}	{Nov.}	{Sea). Freight or Passage.
LONDON, &c.	{SOBRON}	{Noon. 18th}	{See Special Advertisement.
	{L. M. Wilmer, R.N.E.}	{Dec.}	
SHANGHAI	{BENGAL}	{About 8th}	{Freight or Passage.
	{S. Barham, R.N.E.}	{Dec.}	

PASSENGER SEASON, 1901.

S.S. PLASSY ... 7,240 tons ... March 30th; MARSEILLES AND LONDON DIRECT.
 S.S. SOBRON ... 7,382 tons ... April 27th; Without Transhipment.

For Further Particulars, apply to

A. M. MARSHALL,

Acting Superintendent.

Hongkong, 24th November, 1900.

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

NORDDEUTSCHER LLOYD

(FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TIENTSIN, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AMBRIA	{HAYRE & HAMBURG}	{About 8th}
Capt. A. Wagner	{(London with transhipment in Hamburg)}	{December.}
ARAGONIA	{HAYRE & HAMBURG}	{About 20th}
Capt. Forst	{(London with transhipment in Hamburg)}	{December.}
WITTENBERG	{HAYRE & HAMBURG}	{About 30th}
Capt. Hempel	{(London with transhipment in Hamburg)}	{December.}
SAMBA	{HAYRE & HAMBURG}	{About 8th}
Capt. Schmidt	{(London with transhipment in Hamburg)}	{Jan. 1901.}
HOLSATIA	{HAYRE & HAMBURG}	{About 20th}
Capt. Bakle	{(London with transhipment in Hamburg)}	{Jan. 1901.}

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & CO.,

AGENTS.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD

OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 24th December, 1900. [13]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI.

INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Tons	Captain	Proposed Sailing
TACOMA	2,811	A. Dixon	December 1
BRASMA	3,601	W. Watt	December 8
GOODWIN	4,421	A. Jackson	December 12
DUKE OF FIFE	3,821	J. S. Cox	December 20

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £32.
 Excellent accommodation. First class Table. DOCTOR and STEWARDESSE carried.
 Passengers to EUROPE may proceed by one of the First Class ATLANTIC MAIL LINES.
 HONGKONG TO NEW YORK, £28.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains; day and night; Tacoma to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA AND TACOMA, £23.
 The best route to the Klamath Gold Fields. Frequent sailings from Victoria and Tacoma to Dyea and St. Michael.

Rates of Passage to other points on application.
 A Special rate allowed to members of Government Service.
 For further information as to Passage or Freight, apply to
 DODWELL & CO. LIMITED,
 General Agents.

Hongkong, 24th November, 1900.

[10]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 18 knots.

PROPOSED SAILINGS FROM HONGKONG.
 (Subject to Alteration.)
 "EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.E. WEDNESDAY, 18th Dec., 1900
 "EMPEROR OF CHINA" Comdr. E. Archibald, R.N.E. WEDNESDAY, 18th Jan., 1901
 "EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.E. WEDNESDAY, 18th Feb., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Miscellaneous Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
 D. E. BROWN, General Agent,
 Pedder's Street.

Hongkong, 22nd November, 1900.

[9]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
STUTTGART	WEDNESDAY 22nd November
KONIG ALBERT	WEDNESDAY 26th December
PRINZ HEINRICH	WEDNESDAY 26th December
ELISE IRENE	WEDNESDAY 9th January, 1901
PREUSSEN	WEDNESDAY 23rd January, 1901
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 6th February, 1901
SACHSEN	WEDNESDAY 20th February, 1901
KIAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY 6th March, 1901
DAYERN	WEDNESDAY 20th March, 1901
STUTTGART	WEDNESDAY 3rd April, 1901
KONIG ALBERT	WEDNESDAY 17th April, 1901
PRINZ HEINRICH	WEDNESDAY 31st May, 1901
PRINZESS IRENE	WEDNESDAY 14th May, 1901

VESSELS ON THE BERTH.

LOADING ON THE BERTH.

FOR PORTLAND, OREGON VIA JAPAN.
Booking Cargo for OVERLAND POINTS.
The First Class Twin Screw Steamer

"MILOS"
will be despatched on or about 30th instant.
For Freight, apply to
T. M. STEVENS & CO.,
Agents.
Hongkong, 22nd November, 1900. [2831]

OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION COMPANY.

PROPOSED SAILING FROM
HONGKONG TO PORTLAND (OR.)
AND SAN FRANCISCO.
VIA INLAND SEA OF JAPAN, KOBE
AND YOKOHAMA.
TAKING CARGO TO JAPAN PORTS,
THE UNITED STATES, AND
CANADA.

THE Steamship

"EVA."
2,088 Tons, Captain Petersen.
This Steamship will be despatched on or
about 1st December for PORTLAND (OR.)
VIA KOBE AND YOKOHAMA.
Through Bills of Lading issued to any point
in the United States and Canada.

Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel Packages
will be accepted at the Office of the Undersigned
until the same time. All Parcels should be
marked to address in full.

Value of same is required.
Consular Invoices, to accompany cargo
destined to points beyond San Francisco in the
United States (Or.), should be sent to the Company's Office, addressed to the
Collector of Customs, Portland (Or.).
For further information as to Freight rates,
&c., apply to
ARNOLD, KARBURG & CO.,
Agents.
Hongkong, 24th November, 1900. [2865]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

Taking Cargo at London Rates.
THE Company's Steamship

"PYRRHUS,"
Captain Tiltman, will be despatched as above
on SATURDAY, the 1st December.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th November, 1900. [2776]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
CITY OF PEKING (via
Shanghai, Nagasaki, Kobe,
Inland Sea, Yokohama,
and Honolulu)..... TUESDAY, Dec. 4,
at Noon.
CHINA (via Shanghai,
Nagasaki, Kobe, Inland Sea,
Yokohama, and Honolulu)..... THURSDAY, Dec. 27,
at Noon.
CITY OF RIO DE JANEIRO
(via Shanghai, Nagasaki,
Kobe, Inland Sea, Yokohama,
and Honolulu)..... TUESDAY, Jan. 22,
1901, at Noon.

THE Company's Steamship "CITY OF
PEKING" will be despatched for SAN
FRANCISCO, VIA SHANGHAI, NAGA-
SAKI, KOBE, INLAND SEA, YOKO-
HAMA and HONOLULU on TUESDAY, the
4th December, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER AND RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
\$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER AND RIO GRANDE,
and other direct connecting Railways, and from
Chicago to destination the choice of direct lines.
Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamships.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the office until 5 P.M. same
day, all Parcel Packages should be marked to
address in full, value of same is required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to passage and
Freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 9th November, 1900. [3]

FOR NEW YORK.

THE 3/4 L. H. British Bark
"R. MORROW,"
Shortly expected from MANILA, will load here
for the above port and will have quick despatch.

For Freight, apply to
ARNOLD, KARBURG & CO.,
Agents.
Hongkong, 19th November, 1900. [2883]

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX,
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 3rd December, 1900,
at 1 P.M., the Company's Steamship
"ANNAM," Captain Poydenot, with Mails,
Passengers, Specie and Cargo, will leave this
port for MARSEILLES via BOMBAY.

This Steamship connects at COLOMBO with
the s.s. "Australasian," which vessel takes on
her Passengers and Mails, leaving that port on
the 15th December direct to Suez, Port Said
and Marseilles.

Cargo and Specie will be registered for London
as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon.
Cargo will be received on board until 4 P.M.
Specie and Parcels until 3 P.M. on the 2nd
December. (Parcels are not to be sent on board;
they must be left at the Agency's Office.) Con-
tainers and Value of Packages are required.

For further Particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 20th November, 1900. [2]

CHINA NAVIGATION COMPANY, LIMITED.

FOR WEL-HAI-WEI.

THE Company's Steamship

"TAIYUAN,"
Captain Nelson, will be despatched as above
on TUESDAY, the 4th December, at Noon.

The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines.

A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 21st November, 1900. [2842]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"AKASHI MARU,"
Captain K. Suzuki, will be despatched for the
above ports on WEDNESDAY, the 5th
December.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 22nd November, 1900. [2824]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH
AMERICA, AND EUROPE, VIA THE
OVERLAND RAILWAYS AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

GARLIC (via Shanghai,
Nagasaki, Kobe, Inland Sea,
Yokohama, and Honolulu)..... TUESDAY, Dec. 11,
at Noon.

DORIC (via Shanghai,
Nagasaki, Kobe, Inland Sea,
Yokohama, and Honolulu)..... SATURDAY, Jan. 5,
at Noon.

CORPUS (via Shanghai,
Nagasaki, Kobe, Inland Sea,
Yokohama, and Honolulu)..... TUESDAY, Jan. 29,
1901, at Noon.

THE Company's Steamship "GARLIC"
will be despatched for SAN FRAN-
CISCO, VIA SHANGHAI, NAGASAKI,
KOBÉ, INLAND SEA, YOKOHAMA, and
HONOLULU on TUESDAY, the 11th
December, 1900, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN and call at HONO-
LULU, and passengers are allowed to break
their journey at any point en route.

Through Passenger Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates and particu-
lars of the various Routes may be obtained
upon application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or
vice versa) within one year, will be allowed dis-
count of 10 per cent. This allowance does not
apply to through fares from China and Japan to
Europe.

All Parcel Packages should be marked to
address in full, and sent to the Company's
Office until 5 P.M. the day pre-
vious to sailing.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 19th November, 1900. [4]

GLEN LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENARTNEY,"
Captain E. G. Warner, will be despatched for
the above port on WEDNESDAY, the 12th
December.

For Freight or Passage, apply to
McGREGOR, BROS. & GOW,
Agents.

Hongkong, 21st November, 1900. [2840]

VESSELS ON THE BERTH.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY.

(In close connection with the Company's
accelerated line to Trieste.)

THE Company's Steamship

"MARIA TERESA,"
Captain T. Rauscher, will be despatched as
above on THURSDAY, the 6th December,
P.M.

For information as to Passage and Freight,
apply to
SANDER, WIELER & CO.,
Agents.

Hongkong, 16th November, 1900. [6]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL
AND AMERICAN PORTS.

THE Company's Steamship

"SOBRON,"
Captain L. M. Weller, R.N.R., carrying Her
Majesty's Mails, will be despatched from this
port for Bombay on SATURDAY, the 8th Decem-
ber, at Noon, taking passengers and cargo for
the above ports.

Silk and Valuable, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay with transhipment.

Parcels will be received at this Office until 4
P.M. the day before sailing. The contents and
value of all packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent.

Hongkong, 26th November, 1900. [1]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.

TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.

THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

S.S. "CARLISLE CITY"..... On 10th Dec.
3,002 Tons.....

S.S. "KVARVEN"..... On 13th Dec.
2,465 Tons.....

THE Steamship "CARLISLE CITY"
will be despatched for SAN DIEGO and
SAN FRANCISCO, VIA SHANGHAI, KOBE,
YOKOHAMA and HONOLULU, on
MONDAY, the 10th December.

Through Bills of Lading issued to any point
in the United States.

Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany Cargo des-
tined to points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.
Hongkong, 15th November, 1900. [14]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHINGTU,"
Captain Williams, will be despatched as above
on MONDAY, the 10th December, at 4 P.M.

The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines.

A duly qualified Surgeon is carried, and the
Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 22nd November, 1900. [2853]

NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"
Captain Williams, will be despatched as above
on MONDAY, the 10th December, at 4 P.M.

The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines.

A duly qualified Surgeon is carried, and the
Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 22nd November, 1900. [2854]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(Rob. M. Stoman & Co., Hamburg.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"VERONA,"
Captain Hansen, will be despatched for the
above port on or about 28th December.

For Freight apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 8th November, 1900. [2855]

VESSELS ON THE BERTH.

NORDDEUTSCHER LLOYD.

FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.

Calling at SAIPAN, PONAPE, FRIEDRICH-
WILHELMSHAFEN, EINSCHAFEN, HER-
BERTS-HÖHE, TOWNVILLE, DOCHAMETON,
DRESDEN and SYDNEY.

Taking Cargo at through rates to MELBOURNE,
ADELAIDE, NEWCASTLE, FREMANTLE,
AUCKLAND, WELLINGTON, GIBSONE,
NAPIER, WANGANNI, DUNEDIN
and HOBART.

THE Company's Steamship

"MÜNCHEN,"
Captain Krebs, will leave for the above ports
on or about 6th December.

For Freight or Passage, apply to
MELCHERS & CO.,
Agents.

Hongkong, 23rd November, 1900. [2806]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN AND
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"AIRLIE,"
Captain St. John George, will be despatched for
the above ports on FRIDAY, the 14th Decem-
ber, at DAYLIGHT.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—Return Tickets issued by this Com-
pany to and from Australia are available for
return by the steamers of the China Navigation
Company under cover.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 21st November, 1900. [2848]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama, and Honolulu)..... TUESDAY, Dec. 18,
1900, at Noon.

NIPPON MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama, and Honolulu)..... SATURDAY, Jan. 13,
1901, at Noon.

AMERICA MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama, and Honolulu)..... THURSDAY, Feb. 7,
1901, at Noon.

THE Twin-Screw Steamship

"HONGKONG MARU"
will be despatched for SAN FRANCISCO
VIA SHANGHAI, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA, and HONO-
LULU on TUESDAY, the 18th December,
1900, at Noon, taking Freight and Passengers
for Japan, the United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER AND RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
\$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER AND RIO GRANDE,
and other direct connecting Railways, and from
Chicago to destination the choice of direct lines.
Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same
day, all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to passage and
Freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 25th November, 1900. [75]

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"DEVONSHIRE,"
will be despatched for the above port on or about
the 20th December, 1900.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 9th November, 1900. [285]

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LONDON (VIA SUEZ CANAL).

THE Company's Steamship

"ACHILLES,"
Captain Brown, will be despatched as above
on TUESDAY, the 25th December.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

POST OFFICE NOTICES.

NEW YEAR MAIL.—Letters, etc., for the United Kingdom posted on the 28th instant per German Mail Steamer, are due in London about the 27th December next.

The attention of the Public is drawn to the following regulations as to the manner of packing New Year Cards when sent by Book Post:—The packet must be open at the ends and the contents visible, or easily to be rendered visible. Packets which are sealed or forwarded in closed covers with the corners cut off or with notched ends are returned to the senders. Packets may be tied with string to protect the contents, but in such a way that the string can be easily untied.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Nagasaki, Kobe and Yokohama	Shimano Maru	Monday, 28th, 11.00 A.M.
Shanghai	Taiwan	Monday, 28th, 3.00 P.M.
Shanghai, Moji, Kobe, Yokohama, Victoria B.C. and Seattle, U.S.A.	Riojan Maru	Monday, 28th, 3.00 P.M.
Manila	Yuenan	Monday, 28th, 3.00 P.M.
Hainan	Sabine Rickmers	Monday, 28th, 5.00 P.M.
Swatow, Amoy and Tainan	Anping Maru	Monday, 28th, 5.00 P.M.
Europe, &c., India via Tutuicorin	Stuttgart	Registration, 10.00 A.M. (Late letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)
Manila	Diamante	Wednesday, 28th, 4.00 P.M.
Singapore, Penang and Calcutta	C. Aguir	Thursday, 29th, 2.00 P.M.
Singapore, Penang, Friedrich-Wilhelmshafen, Finschhafen, Herberich-Hof, Townsville, Rockhampton, Brisbane and Sydney	Manchen	Thursday, 29th, 3.00 P.M.
Europe, &c., India via Tutuicorin	Sabroon	Saturday, 8th Dec. Registration, 8.00 A.M. (Late letters 11.10 to 11.30 A.M. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)
Kobe, Yokohama, San Diego and San Francisco	Carlisle City	Monday, 10th Dec., 11.00 A.M. Registration, 10.00 A.M. (Late letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)
SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, VICTORIA and VANCOUVER, B.C.	Empress of Japan	Wednesday, 28th Dec. Registration, 10.00 A.M. (Late letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

TO-DAY.

Show of Chrysanthemums, Kowloon Hotel Gardens.

Sale, Steam-launch King Sing, Yaumati, Mr. Geo. P. Lamert noon.

Meeting of the Victoria Proceproy, 9 p.m.

Performance of "Our Flat" by the A.D.C. City Hall, 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

SATURDAY, 24th November.	
ON LONDON.—	Telegraphic Transfer 2/1
	Bank Bills, on demand 2/1 1/2
	Bank Bills, at 30 days sight 2/1 1/2
	Bank Bills, at 4 months sight 2/1 1/2
	Credit, at 4 months sight 2/1 1/2
	Documentary Bills, 4 months sight 2/1 1/2
ON PARIS.—	Bank Bills, on demand 2/2
	Credit, at 4 months sight 2/2 1/2
ON GERMANY.—	Bank Bills, on demand 2/1 1/2
	Credit, at 4 months sight 2/1 1/2
ON NEW YORK.—	Bank Bills, on demand 50 1/2
	Credit, 90 days sight 50 1/2
ON BOMBAY.—	Telegraphic Transfer 150 1/2
	Bank, on demand 150 1/2
ON CALCUTTA.—	Telegraphic Transfer 150 1/2
	Bank, on demand 150 1/2
ON SHANGHAI.—	Bank, at sight 7 1/2
	Private, 30 days sight 7 1/2
ON YOKOHAMA.—	On demand 2 p.c. dis.
ON MANILA.—	On demand 2 p.c. dis.
ON SINGAPORE.—	On demand 1 p.c. pm.
ON BATAVIA.—	On demand 125 1/2
ON HAINAN.—	On demand 2 p.c. pm.
ON SAIGON.—	On demand 1 p.c. pm.
ON HONGKONG.—	On demand 60
	SOVEREIGNS, Bank's Buying Rate 9.50
	GOLD LEAF, 100 fine, per tael 50
	BAR SILVER, per oz 29 1/2

OPIUM.

Quotations are—	Allow 10c. net. to 1 catty.
Malwa New	\$780 to \$790 per picul.
Malwa Old	\$810 to \$820
Malwa Older	\$830 to \$840
P. P. per-wrapped	\$850 to —
Persian fine quality	\$870 to \$880
Persian extra fine	to —
Patna New	\$942 to — per chest.
Patna Old	to —
Benares New	\$942 to —
Benares Old	to —

VESSELS EXPECTED.

THE GERMAN MAIL.
The Imperial German Mail steamer *Stuttgart* left Kobe via Nagasaki and Shanghai on Monday, the 19th inst., a.m., and may be expected here on or about Tuesday, the 27th inst.

The Imperial German Mail steamer *Prinz Heinrich*, carrying the German mails with dates from Berlin of the 5th inst., left Colombo on Thursday, p.m., the 22nd inst., and may be expected here on or about Tuesday, the 4th prox.

THE AMERICAN MAIL.
The O. & O. steamer *Gaelic*, with mails, &c., from San Francisco to the 3rd inst., via Honolulu, has arrived at Yokohama, and left for this port via Inland Sea, Kobe, Nagasaki and Shanghai on Saturday morning, 24th inst.

THE CANADIAN MAIL.
The C. P. R. steamer *Empress of Japan* arrived at Yokohama at 8 a.m., on Friday, the 23rd inst., and left at noon same day for Kobe, where she is due to arrive at 10 a.m. on Saturday, the 24th inst., and due at Hongkong on or about the 29th inst.

MERCHANT STEAMERS.
The steamer *Manchen* left Shanghai on the 24th inst., and may be expected here on or about Tuesday, the 27th inst.

The N. Y. K. steamer *Atsuta Maru* (European Line) left Kobe via Moji for this port on the 21st inst., and is expected to arrive here on the 28th inst.

The N. P. steamer *Duke of Fife* sailed from Tacoma for Japan and Hongkong on the 27th inst.

The N. P. steamer *Glenlogie* sailed from Tacoma for Japan and Hongkong on the 31st inst.

The N. P. steamer *Queen Adelaide* sailed from Tacoma for Japan and Hongkong on the 10th inst.

The N. P. steamer *Victoria* sailed from Tacoma for Japan and Hongkong on the 21st inst.

STEAMERS PASSED THE CANAL.

OUTWARD.—2nd October.—*Buenos Aires*, Brinkburn, Enlita, 5th October.—*Adriatic*, Vienna, 9th October.—*Solo*, 16th October.—*Erasmus*, 10th October.—*Narukab*, Strathford, 23rd October.—*Nordkap*, 26th October.—*Shanghai*, Patrie, 2nd November.—*Orwell*, Folmina, Nairnshire, Riverdale, 9th November.—*Wakana Maru*, 13th November.—*Malacca*, Clio, Prinz Heinrich, Odessa, Sambia, 16th November.—*Saxonia*, H. H. Meier, Yushun, 20th November.—*Ashken*, Sarpedon, Melbourne, Freiburg, 23rd November.—*Darmstadt*, Kanagawa Maru, Oldenburg.

HOMEBWARD.—2nd November.—*Oceanic*, Rutland, 8th November.—*Indus*, 16th November.—*China*, 20th November.—*Patroclus*, Candia, Tamba Maru, 23rd November.—*Astoria*, Malta, Maria de Larranga.

ARRIVALS AT HOME.—23rd November.—*J. B. Walker*, L. Schep, Glenesk, Laos.

PASSENGERS.

ARRIVED.
Per *Kwangle*, from Shanghai, Mr. and Mrs. Wyon, Miss Wyon and Mrs. Mengens and 3 children.
Per *Clyde*, for Hongkong, from Bombay, Messrs. A. Bakin, A. Cassam, J. D. Joseph, Abdullahi, Sultanally and Gorta (2); from Colombo, Major, Bounger, from London, Mr. and Mrs. Parlane; from Marcellis, Messrs. J. Burton, B. Layton, Mrs. Thomson and child, Mr. Kennedy, Miss Chimmo, Messrs. Macdonald, and H. Oram; from Penang, Miss Levy; from Singapore, Mr. King; for Shanghai, from Bombay, Mr. S. S. Saseon; from Marcellis, Mrs. Beris.
Per *Phra Chom Klao*, from Bangkok, Messrs. H. F. A. Anderson and A. Ehalick.
Per *Diamante*, from Manila, Mrs. Weiss, Mrs. Howard, Messrs. Johnson, Blanco, Aguirre, Porta and Fortea.

DEPARTED.
Per *Kanaga Maru*, for Manila, Mr. and Mrs. F. H. Hilbert, Mr. and Mrs. Benson, Mrs. Watson and infant and Messrs. Benson, L. Collins, Chas. Hasbrouck, J. C. Donaldson, Sin, Chas. Gell, Col. W. H. Beck and C. R. Greenleaf; for Melbourne, Mrs. Buller and child, Miss R. S. Philpot and Messrs. J. Macfarlane, H. Gillespie, H. Macgowan, G. F. Hoskins, J. Gilbert, R. Monro and M. A. Gisset, Miss Searle; for Thursday Island, Mr. H. O. MacCloskey; for Sydney, Messrs. Henry Jones, A. C. Rice, Geo. Sweet, Bullock, R. S. Hall, C. Wiber and J. Baird; for Townsville, Mr. J. Gillespie.
Per *Hitchcock Maru*, for Kobe, Mrs. Takahashi Yuki, His Excellency Y. Morita (Japan Minister), Mrs. Lee Shu, Mrs. Cheong S-chai and child, Messrs. Chin Sanki, Pak Tai and Hi Ting.
Per *America Maru*, for Shanghai, Mrs. Fernberg and Mr. H. Coles; for Yokohama, Messrs. A. C. Bryer, Fried. Stale and E. Hamilton Sharp; for Honolulu, Mr. E. Hamann; for San Francisco, Messrs. B. C. Rahdali, A. E. McConnell, B. Shaw and D. O. Schoerer; for London, Dr. A. Bevan and Mr. H. H. Morrell.
Per *Clyde*, for Shanghai, from Hongkong, Mr. and Mrs. Suma, Mrs. J. M. Guedes and child, Mr. Hugh Cuthbertson, Mrs. Whalen, Mrs. Claude Hamilton, Mrs. Danforth, child and infant, Mrs. Cumminy, Miss N. B. Fleming, Mr. W. R. Yule and Major Boulanger; from Bombay, Mr. D. S. Sassoon.

NOTICE.

THE "BOA VISTA" HOTEL have been appointed AGENTS for the *Hongkong Daily Press*, *Hongkong Weekly Press*, and the *Chronicle and Directory for China, Japan, &c.* at Macao, and they are authorized to collect all accounts due to the *Daily Press* Office on and after this date.

A. CUNNINGHAM, Manager.

Hongkong, 4th October, 1900. [2537]

LOONG FI HORSE REPOSITORY.

SITUATED at No. 23, MATHESON STREET, Wong-nai-cheung, near No. 1 Police Station, and three minutes' drive from Windsor Garden and Restaurant. CARRIAGES for HIRE at Cheap Rates.

Hongkong, 22nd October, 1900. [2534]

CARMICHAEL & BARLOW,
CONSULTING ENGINEERS, SURVEYORS, AND CONTRACTORS,
QUEEN'S BUILDINGS.

DESIGNS and Specifications prepared for any class of Steamships. Launches and light draught vessels a speciality. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised. New and second hand Launches for Sale.

Telegrams, "CELESTE," Hongkong.
H. F. CARMICHAEL,
B. J. BARLOW.

Hongkong, 1st June, 1899. [1637]

JOINT STOCK SHARES.

HONGKONG, 24th November.

STOCKS.	No. OF SHARES.	ISSUE VALUE.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30/- div. at 1/11/13.— \$16.08 per share for 1st half year 1900	315 p. c. pr.—\$513, London 257 10s.
Bank of China & Japan, Ltd.	100,875	28	28	None	45 5s.
Do. Deferred	1,250	21	21	2 1/2 for 1899	\$26, sales & buyers
National Bank of China, Ltd.	19,970 A	210	210	2 1/2 for 1899	\$26, buyers
Do. Founders' Shares	29,055 B	210	210	2 1/2 for 1899	\$26, buyers
750 fdr. A	41	21	21	None	\$26.
MARINE INSURANCES.					
Union Ins. Society, Ltd.	10,000	\$250	\$250	40 p. c. for 1898	\$245, sales & sellers
China Traders Ins. Co., Ltd.	24,000	\$83.50	\$83.50	10 p. c. for 1898	\$51, sellers
North China Ins. Co., Ltd.	5,000	225	225	10 p. c. for 1898	\$115, sellers
Yangtze Ins. Assn., Ltd.	8,000	\$100	\$100	10 p. c. for 1897	\$115, buyers
Canton Insurance Office, Ltd.	10,000	\$250	\$250	10 p. c. for 1897	\$115, buyers
Straits Insurance Co., Ltd.	30,000	\$100	\$100	5 p. c. for 1895	\$1.
PIRE INSURANCES.					
Hongkong Fire Ins. Co., Ltd.	—6,000	\$250	\$250	\$27 for 1898	\$205, sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$100	\$3 for 1898	\$76, sellers
SHIPPING.					
Hongkong, Canton and	80,000	\$15	\$15	(\$1.20 for half year ended 30/6/1900.)	\$32, sellers
Muen S. H. Co., Ltd.	60,000	210	210	10 p. c. for 1898	\$95, sellers
Indo-China S. N. Co., Ltd.	6,000	\$50	\$50	20 p. c. for 1899	\$65, sellers
China & Manila S. S. Co., Ltd.	14,000	\$50	\$50	12 p. c. for 1899	\$27 1/2, sellers
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 p. c. for 1899	\$40, sellers
China Mutual S. S. Co., Ltd.	20,000	210	210	Int. of 3 p. cent on 1/6 of 1900	\$201, sellers
Limited, Preference	20,000	210	210	Int. of 5 p. cent on 1/6 of 1900	\$21, buyers
Do. Ordinary	20,000	210	210	Int. of 5 p. cent on 1/6 of 1900	\$21, buyers
Do. do.	20,000	210	210	Int. of 5 p. cent on 1/6 of 1900	\$21, buyers
Star Ferry Co., Limited	10,000	\$10	\$10	Int. of 5 p. cent on 1/6 of 1900	\$21, buyers
Shell Transport & Trading Co., Limited	2,000,000	21	21	Int. of 5 p. cent on 1/6 of 1900	\$21, buyers
REFINERIES.					
China Sugar Refining Company, Limited	20,000	\$100	\$100	Int. of 5 p. cent on 1/6 of 1900	\$123, buyers
Luzon Sugar Refg. Co., Ltd.	7,000	\$100	\$100	Int. of 5 p. cent on 1/6 of 1900	\$35, buyers
MINING.					
Punjon Mining Co., Ltd.	60,000	\$8	\$8	None	\$27 1/2, sellers
Do. Preference	30,000	\$1	\$1	None	75 cents.
Societe Fran. des Charbonnages du Tonkin	18,000	Fr. 250	Fr. 250	None	\$280, buyers
Queens Mines, Limited	400,000	25 cts.	25 cts.	None	7 cents, sales & sellers
Yehuda Mining and Trg. Co., Ltd.	45,000	\$5	\$5	5 p. c. for 1899	\$61, sellers
Haub. Australian Gold Mining Co., Limited	200,000	21	16/10	1st 1/2, 51 cts., 10th div. on 7/7/00	\$51, sellers
Oliver's Freehold Mines, Limited	A 15,000	\$6	\$6	None	\$2, sales
Great Eastern and Cal. Gold Mining Co., Ltd.	B 45,000	\$6	\$6	None	\$130, sellers
Do. Preference	70,000	\$1	\$1	First year	5 cents
DOCKS, WHARVES, &c.					
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	\$125	Sp. & 12 p. c. bonus for 1st year ended 30/6/00	\$45 p. c. pr.—\$300.25
Hongkong and Whampoa Wharf and G. Co., Ltd.	30,000	\$50	\$50	Int. of 5 p. cent on account of 1900	\$83, sellers
Wanchai Warehouse and Storage Co., Ltd.	2,000	\$100	\$37 1/2	Int. of 5 p. cent on account of 1900	\$81, buyers
New Amoy Dock Co., Ltd.	6,000	\$91	\$91	22 p. cent. for 1899	\$201.
LANDS, HOTELS & BUILDINGS.					
Hongkong Land Investment Agency Co., Ltd.	60,000	\$100	\$100	Int. of 5 p. cent on account of 1900	\$190, sellers
West Point Building Company, Limited	12,500	\$50	\$50	Int. of 5 p. cent on account of 1900	\$49, sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	10 p. c. for half year ended 30/6/1900	\$120.
Oriente Hotel Co., Limited	7,000	\$50	\$50	First year	65, buyers
Humphreys Est. & Fin. Co.	100,000	\$10	\$10	First year	\$11.75, sales & sellers
COTTON MILLS.					
Ewo Cotton Spinning & Weaving Co., Ltd.	17,500	Tsiao100	Tsiao100	34 p. c. for period ending 31/10/97	Tsiao 32 1/2.
International Cot. Mfg. Co., Ltd.	10,000	Tsiao100	Tsiao100	3 p. c. for 1st year ended 31/10/97	Tsiao 40
Leong-kang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tsiao100	Tsiao100	4 p. c. for 1st year ended 31/10/97	Tsiao 37 1/2
Soy Chee Cotton Spinning Company, Ltd.	2,000	Tsiao100	Tsiao100	4 p. c. for 1st year ended 31/10/97	Tsiao 37 1/2
Yahlong Cot. Spin. Co., Ltd.	7,600	Tsiao100	Tsiao100	None	Tsiao 27 1/2
Hongkong Cotton Spinning & Dyng Co., Ltd.	12,000	\$100	\$100	None	\$5, buyers
MISCELLANEOUS.					
Green Island Cement Co., Ltd.	50,000	\$10	\$10	10 p. c. for 1st year ended 31/10/97	\$191, sellers
China Borneo Co., Ltd.	7,500	\$20	\$20	None	\$81.
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	Final of 6 p. c. for 1st year ended 31/10/97	\$16, sellers
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	11 p. c. for 1st year ended 31/10/97	\$11, sales & buyers
Hongkong and China Gas Company, Limited	7,000	210	210	7 cents per share	\$5.20, buyers
Hongkong Rope Mfg. Co., Ltd.	10,000	\$50	\$50	10 p. c. for 1898	\$118, buyers
Geo. Fenwick & Co., Ltd.	8,000	\$25	\$25	16 p. c. for 1899	\$170, sellers
Hongkong Ice Co., Ltd.	5,000	\$25	\$25	Int. of 2 p. c. on acct. 1900	\$178.
Hongkong High Level Tramways Co., Ltd.	1,250	\$100	\$100	31/10/97	\$180, buyers
Dairy Farm Co., Ltd.	10,000	\$7 1/2	\$7 1/2	31 p. c. for 1898	\$7 1/2, ex div.
Carmichael & Co., Ltd.	2,000	\$25	\$25	10 p. c. for 1899	\$20.
H. & China Bakery Co., Ltd.	900	\$50	\$50	10 p. c. for 1899	\$50, buyers
Campbell, Moore & Co., Ltd.	1,200	\$10	\$10	12 p. c. for 1899	\$20.
Bell's Asbestos E. Agency, Ltd.	1,000	21	21	75 c. (per share for 1st year ended 31/10/97)	\$8, sellers
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	80 cents for period ending 31/12/97	\$20.
Taiwan Planting Co., Ltd.	20,000	\$5	\$5	None	\$3, sellers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$20	\$10	80 cents for period ending 31/12/97	\$9.75, sales & sellers
Watkins, Limited	10,000	\$10	\$10	10 p. c. for 1899	\$101, buyers
Universal Trading Co.	50,000	\$20	\$20	None	\$31, buyers
COAL COMPANIES.					
Albion, Limited	200	\$500	\$500	25 p. c. for 1st year ended 30/6/00	\$1,500, buyers
La Commercial, Limited	200	\$500	\$500	Int. of 10 p. c. for 1899	\$50, ex div.
Hongkong, Limited	750	\$100	\$100	First year	\$100
La Favorita, Limited	130	\$500	\$500	First year	\$635, sellers

VERNON & SMYTH, Bankers.

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 23rd NOVEMBER, P.M.

STATION.	Hour.	Barometer. red. to sea level and 29.92 Fahr.	Thermom- eter.	Humidity.	Wind. Force Direction Pressure.	Weather.
Vladivostok	2 p.					
Tokyo	"	30.02			NW 2	2
Kobe	"	30.15			N 4	4
Nagasaki	"	30.17			N 6	6
Kagoshima	"	30.19			N 6	6
Taipei	1 p.	30.19			N 4	4
Taiwan	"	30.02			0	0
Kosum	"	30.08			W 2	2
Pescadore	"	30.08			NW 4	4
Gutierrez	3 p.	30.31	53	58	E 3	3
Sharp Peak	"	30.15	64	75	SE 3	3
Amoy	"	30.07	72	63	NW 3	3
Swatow	"	30.08	78	81	N 5	5
Quanton	"	30.05	75	72	SE 5	5
Hongkong	4 p.	30.05	69	78	SE 6	6
Victoria Peak	"	30.02				
Gap Rock	"	30.03			ENE 5	5
Macao	"	30.03		72	N 5	5
Haiphong	1 p.				SE 2	2
Manila	4 p.	29.84	80	66	SE 2	2
Malabo	3 p.				NNE 1	1
Beccod	"				NNE 4	4
Atoua	"	29.78	86		N 2	2
Cebu	"	29.52	84		NW 4	4